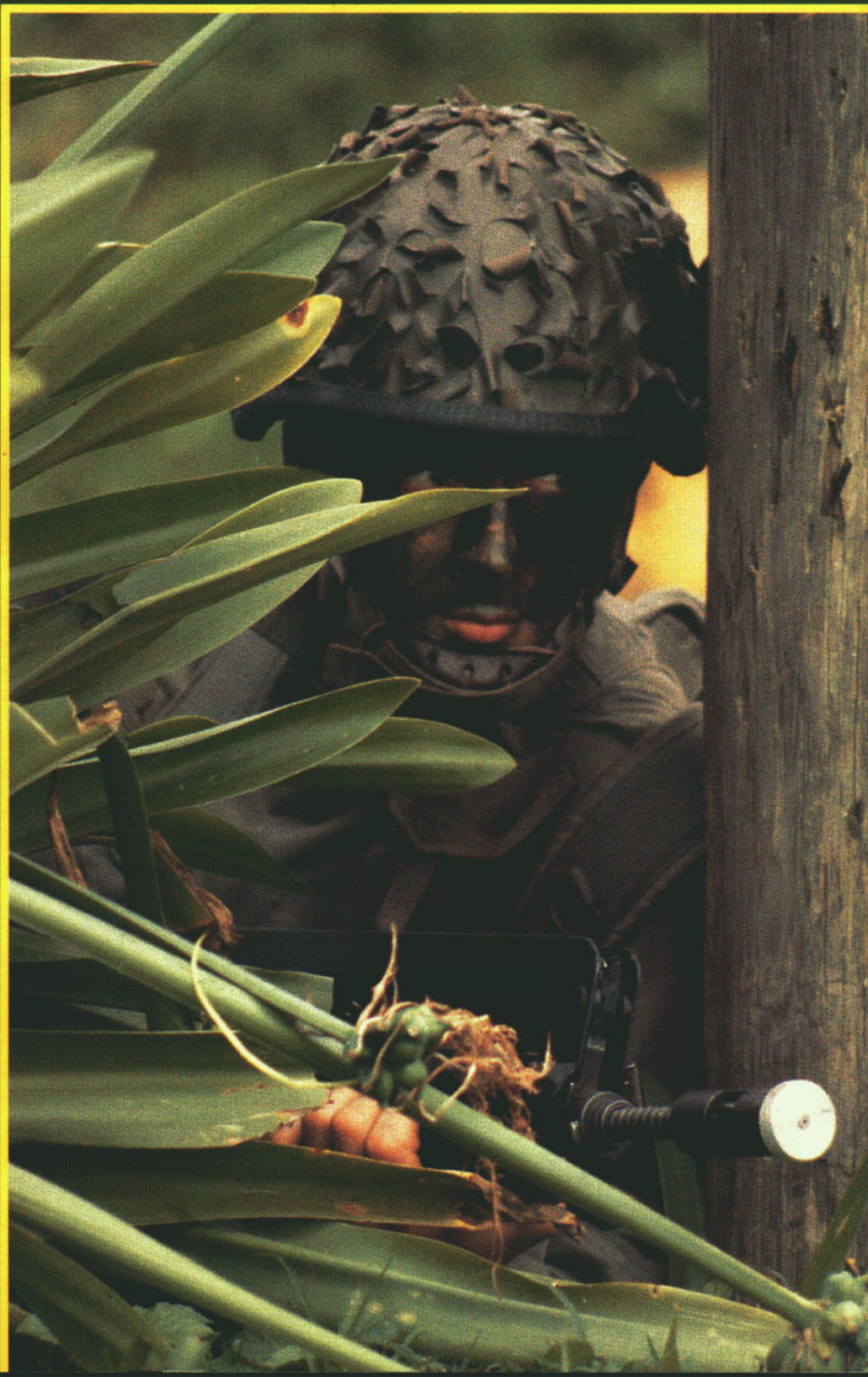


# ALL HANDS

- Puerto Rico — fun in the sun year-round
- Spine tingling sea stories
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- Charlie Daniels — fiddler on deck
- Get into the *Spirit*

OCTOBER 1993





# Taking the helm

*Secretary of the Navy John H. Dalton takes office*



Story and photo by JO2 Kevin Stephens

**T**exas banker and former submariner John H. Dalton took the helm of the Navy/Marine Corps team as its 70th Secretary of the Navy July 22, promising continued career opportunities for motivated personnel.

"For every sailor and Marine who is committed to doing his job well, learning his rate and putting himself 100 percent behind his job, he's got a fine future in the naval service," said Dalton. "I'm going to do everything I can to ensure continued opportunity as we 'right-size' the Navy."

The 51-year-old Dalton was widely praised in the Senate and received a unanimous confirmation. He comes to the Department of the

Navy with a highly successful background in business and government, along with a deep sense of the values that are part of the sea services' heritage. "I plan to emphasize strong moral leadership and a renewal of ethics and values," said Dalton.

A graduate of the U.S. Naval Academy in 1964, Dalton says the Navy today has improved since the time he wore a uniform. One difference, Dalton noted, is that sailors and Marines no longer need to be coaxed into re-enlisting. "When I was in the Navy, we had to serve 'ship over chow,' [a fancy meal] to someone when it was time for them to re-enlist to get them to sign up for their four years," joked Dalton, add-

**Secretary of the Navy John H. Dalton takes in the view from the bridge of the display ship Barry (DD 933) at the Washington Navy Yard six days after being confirmed.**

ing, "Today sailors and Marines are competing to stay in the naval service and I think that's very healthy."

"The President told me when he called to offer me this job, 'John, you'll be inheriting the finest Navy and Marine Corps we've ever had in the history of our country.' I want sailors and Marines to know that's how I feel about them also." □

*Stephens is a photojournalist for All Hands.*



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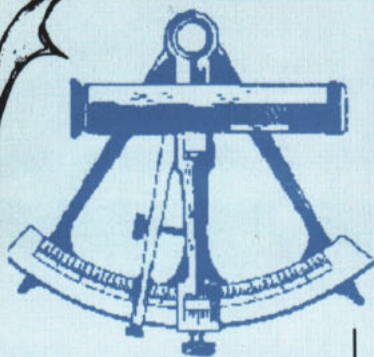
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## On the Covers

**Front:** A French Marine follows the action during *Ocean Venture '93*. More than 20,500 U.S., British, Dutch and French service members participated in the exercise. Photo by JO2(AW) Laurie Butler.

**Back:** Midshipman Samantha Martin-Evans cools down after running in the "National Race for the Cure" held in Washington, D.C., this summer. More than \$650,000 was collected for the Susan G. Komen Foundation for the cure of breast cancer. Photo by JO2 Brett Bryan.





# From the charthouse

## Semi-annual transfer and redesignation boards return

Selection boards meeting to consider Navy officers for transfer, augmentation and redesignation will continue to meet twice a year, according to a recent message (NavAdmin 096/93) from the Bureau of Naval Personnel (BuPers).

In March, BuPers announced the intention to convene boards only once a year, beginning in October 1993 in NavAdmin 044/93. The reasoning was that a single annual board would have more quotas to offer than semi-annual boards.

However, many officers expressed concern that annual boards would reduce their opportunity for second and third "looks." Several raised the issue with Chief of Naval Operations ADM Frank B. Kelso II and Chief

of Naval Personnel VADM R.J. Zlatoper. The admirals listened.

"The re-establishment of the twice-yearly augmentation board is a direct response to requests from the fleet," said Zlatoper. "We will continue to strive to do the common sense thing for our people during this period of change in all our policies and programs."

Eligibility and application criteria are con-

tained in NavMilPers-Man

1020120 and 1020150. BuPers officials

stress checking applications for mistakes before submission. The most common mistakes are missing information and signature by the member.

## Navy expands fleet reserve/retirement request window

To help Navy enlisted members who are retiring or transferring to the Fleet Reserve, the window for submission of Fleet

Reserve/retirement requests has been expanded to 18 months.

The change will not alter other retirement eligibility requirements. Requested retirement dates still should coincide with, or be earlier than, a member's projected rotation date. For more details, see NavAdmin 099/93.

## Navy offers voluntary overseas tour extensions

Officers and enlisted members who are currently serving overseas with projected rotation dates before Sept. 30, 1994, are eligible to extend for one year.

The extensions give commands added stability. Enlisted members must be on Type 3 (remote land-based sea), Type 4 (nonrotated sea) or Type 8 (double-sea) duty.

Eligible personnel interested in extending their tour of duty at their present overseas duty station should submit an extension request as soon as possible. Early submissions allow the Bureau of Naval Personnel (BuPers) to balance personal requests with manning concerns, fleet balance and readiness impact. For more information see NavAdmin 084/93.

## CNO approves changes to uniform regs

The Chief of Naval Operations recently approved two changes to uniform regulations. The first will save you a buck or two for hat check when you go to the next Navy Ball or mess night — caps are no longer required with dinner dress white or blue mess jacket uniforms.

The exception is when an outer garment, such as an all-weather coat, raincoat, or boat cloak is worn. If so, E-1 to E-6 men are required to wear the white hat and all other personnel are required to wear the combination cover.

The other change adds wings to the Photographer's Mate (PH) rating insignia. Historically, part of the naval aviation community where photographers provide operational and intelligence support, PHs were the only aviation rating not to include



wings in their insignia. The new PH insignia adds wings to the traditional photographic lens pierced by light rays. It will be





available in November 1993 and required by November 1995.

### **Armed Forces Expeditionary Medal available to sailors**

Chairman of the Joint Chiefs of Staff, Army Gen. Colin Powell, has determined eligibility criteria for awarding the Armed Forces Expeditionary Medal (AFEM), as established in Executive Order 10977, have been met for U.S. military forces who participated in Operation *Restore Hope* in Somalia. The establishing date is Dec. 5, 1992.

In addition to military forces who served in Somalia, deployed members of other service-designated units who served under Commander, Unified Task Forces, Somalia, in direct support of operations in the qualifying area of operations are authorized award of the AFEM.

For more information consult your local personnel office.

### **Presidential certificates of appreciation available**

After a temporary hiatus due to the change in administrations, President Bill Clinton has announced the continuation of the "Presidential

Certificate of Appreciation" for service members retiring from active duty with 20 or more years of active service.

Any service member with 20 or more years of active service, who have retired or transferred to the Fleet Reserve since Jan. 20, 1993, are entitled to the certificates.



Those entitled to the certificates may write to the Chief of Naval Personnel, Attn: Pers-27, Department of the Navy, Washington, D.C. 20370-5000. Service members should include name, retirement rank or rate, date of retirement or transfer to the Fleet Reserve and a home or forwarding address.

### **"Navy News Service" available via SALTS**

"Navy News Service" (NavNews) is now available to users of the Streamlined Automated Logistics Transmission System (SALTS) in ASCII text, WordPerfect 5.1 and Aldus Pagemaker 4.0 formats.

### **FY92 Secretary of the Navy Energy Conservation Awards:**

Marine Corps: Marine Corps Air Station, Yuma, Ariz.

Large Ship: USS *Independence* (CV 62)

Small Ship: USS *John Rodgers* (DD 983)

Squadron: Fleet Composite Squadron Eight (VC-8)

Large Shore: Naval Air Station, Pensacola, Fla.

Small Shore: Fleet Industrial Supply Center, Oakland, Calif.

Industrial: Naval Air Warfare Center - Aircraft Division, Lakehurst, N.J.

Energy conservation pays a double dividend by improving efficiency while freeing increasingly scarce dollars for other uses. These winners saved more than \$1 million in energy costs during FY92 alone. The results achieved by the award winners clearly demonstrate the potential benefits of an effective energy conservation program.

The latest edition is available for downloading from the Navy Office of Information (CHINFO).

### **To receive NavNews via SALTS:**

- Select "News Service Requests" from the "Prepare Files for Transmission" menu.

- Then select the file format and load the file into the appropriate software (WordPerfect, Aldus Pagemaker or any ASCII-compatible program).

- Print out as you would any other file.

The latest edition of NavNews will download automatically the next time you "Transmit or

Receive Files" from SALTS. Each edition of NavNews will only download once. New editions are available each week as long as NavNews remains activated on your SALTS terminal.

Due to the graphics embedded into the WordPerfect and Pagemaker layouts, the best results will be achieved when printing is done on a laser printer. Personnel on ships without laser printers should use the ASCII text file to receive NavNews via SALTS.





# ... From the Sea







**T**he world has changed dramatically in the last few years, and America's national security policy also has changed. While the prospect of global war has receded, we've entered a period of enormous uncertainty in regions critical to our national interests. As a result, the priorities of the Navy and Marine Corps have shifted from a focus on a global threat to focusing on regional challenges and opportunities.

American naval forces will provide powerful yet unobtrusive presence off shore; strategic deterrence; control of the seas; forward presence; extended and continuous on-scene crisis and humanitarian response; and sealift capabilities if larger scale warfighting scenarios emerge. So our focus shifts to joint operations conducted from the sea.

In this issue *All Hands* highlights the men and women who patrol the ocean daily ready to offer protection and assistance all over the globe.

They carry with them the promise of hope for those in need and the threat of swift and decisive retribution for those enemies of peace.

Each sailor and Marine plays a significant part in accomplishing our mission. From the bilges to the signal bridge; from far beneath the waves to flying well above them; from seaman recruit and private to admiral and general, the Navy-Marine Corps team stands prepared to ensure peace . . . From the Sea. □



# Sailors of



**DKC(SW)**  
**Joselito T. Baluyot,**  
**Pacific Fleet**



**AMHC(AW)**  
**Thomas G. Carter,**  
**Shore**

**C**hief Disbursing Clerk (SW) Joselito T. Baluyot was in his third year of college when he enlisted in the Navy and said farewell to his home in the Philippines. The move represented a unique opportunity for him to build a better life.

"When I enlisted in the Navy, I said to myself, 'This will be my best chance to excel.' They opened the door and it was up to me to step through."

While making a name for himself as one of the Pacific Fleet's top disbursing clerks, Baluyot never gave up on his educational goals. He took advantage of Navy Campus and completed a bachelor's degree in vocational studies.

The 28-year old husband and father attributes much of his success to the Navy's policy and practice of equal opportunity. "I am a good example of that. As long as you are a good worker, the Navy will recognize you regardless of your race, color or religion."

**What he wishes he had known as a young sailor:** "When I first struck for my rating everyone said 'No, don't go for that rate, it's closed and you'll never make 1st class or chief.' I've proved to those people that nothing is impossible as long as you put your mind to it. Believe in yourself and you can make it."

**His advice:** "Remember the three Ps. Be *professional* — know your job. Have a *positive attitude* — show other sailors that you represent a good image for the Navy. Continue your *personal development* — take college courses and get a degree." □

**T**here's little Chief Aviation Structural Mechanic (Hydraulics) (AW) Thomas G. Carter likes better than having a group of young sailors gathered around him for some Navy training. "I love being an instructor. For many years I worked on aircraft, but I love teaching the sailors just coming in the things they have to know."

Carter, a 32-year-old father of two from High Point, N.C., says he likes the kind of people he meets as a result of his Navy career. "It's the people in the Navy that make it worthwhile. I've been fortunate in my 13 years to meet some good people."

The importance of hard work was instilled in Carter at a young age by his mother. "I was never given anything, I always had to work for what I got. My mom stressed it. She had the opportunity to give us anything and everything. Instead, we had to work for what we wanted. I think that lesson helped me starting off as a young airman through my success now."

**What he wishes he had known as a young sailor:** "Listen to the chiefs and petty officers. They really know what it takes to make a good career. I could have learned a lot more as an airman, but my mind was geared toward something else at that time. Being a good listener is so important."

**His advice:** "Hang in there, work hard and don't give up. You have to be motivated and you have to love what you do. Keep a smile on your face and always strive to be the best." □



# the Year



**HMC**  
**Raymond G. Cooper,**  
**Naval Reserve**

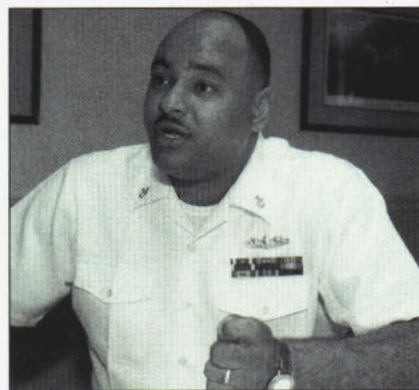
**I**n 1991, Chief Hospital Corpsman Raymond G. Cooper, a physical education instructor and Navy reservist in New York, put down his whistle and playbook and packed his bags for the road. His destination: *Desert Storm*. The road eventually led to Basrah, Iraq, but he didn't have to go it alone. Cooper's traveling companions were 2,000 Marines.

"I was an acting battalion aid station chief for the 8th Tank Battalion, 2nd Marine Division," said Cooper. "It was my responsibility to put together a medical team that could service that tank battalion. At the ceasefire announcement, I had the same number of Marines and sailors that I had started out with. I'm extremely proud of all the people who made that happen."

After serving a year of active duty for the Gulf War, Cooper went home and resumed his teaching career. He says the values represented by the Navy help him as a coach and with life in general. "I like the core values of the Navy. As a reservist, I try to live my civilian life by them and I find them to be true. I like that grounding rod effect, that it is consistent, and that it has purpose and direction."

**What he wishes he had known as a young sailor:** "That perseverance does get recognized. It's easy for a young person to be discouraged and lose the energy it takes to accomplish the mission. They need to know that you do get recognized. You just have to keep your nose to the grindstone and it will eventually pay off."

**His advice:** "Attitude determines altitude. If you have the right focus you can go just about anywhere you want." □



**BMC(SW)**  
**Joseph Wilson,**  
**Atlantic Fleet**

**C**hief Boatswain's Mate (SW) Joseph Wilson of Belzoni, Miss., says he plans to chart the same course he set as a young sailor now that he's traded in his crackerjacks for khaki.

"I want to continue to do the very best job I can regardless of what it is," said Wilson. "Whether it's working on an issue for an E-1 or the CNO, I'm going to work hard until it's finished."

Wilson says that he believes it's up to senior sailors to set an example for those just coming in. "I've seen plenty of sailors who don't practice what they preach. Now that I'm a chief, I plan to lead by example, so that 20 years from now no one will be able to say that about me," said Wilson.

Sailors serving under Wilson's supervision can rest assured they have an advocate looking out for their interests. "If I have to go up and tell the captain that something is wrong, I'm not going to bite my tongue. I'll say 'This is not right and this is what we need to do.' I think that's the job of a chief petty officer," said Wilson.

**What he wishes he had known as a young sailor:** "That's a tough question for me because when I joined the Navy I already had a wife and two kids. I knew that I had to work hard to take care of my family and that's all I focused on."

**His advice:** "Work hard. Don't worry about who's watching you or the peer pressure. Work hard at what you believe in, and in the end, you'll get your reward." □

*Stories by JO2 Kevin R. Stephens, photos by JO2(AW) Laurie Butler.*







# Corpsmen in the cold

## *Navy corpsmen go out for Team Spirit '93*

Story and photos by PH2 M. Clayton Farrington

**T**he walls and overhead of the air base aid station tent heaved and bulged with every gust of wind and sheet of frozen rain. Inside, the morning watch huddled around kerosene heaters, listening to the passdown and what to expect from the upcoming day. A cluster of olive drab tents on the brown mud bordered the runway of Pohang Municipal Airport, South Korea. The temperature was expected to reach into the 40s, but with the intermittent snow and unceasing wind, no one wanted to go out for long. Some of those who couldn't help staying outdoors were the more than 1,500 Marines of the 3rd Marine Expeditionary Force, Navy P-3 *Orion* personnel, Air Force cargo support personnel and others working at Pohang airfield for *Team Spirit '93*. They would be coming in

for sick call soon.

Warming her hands over a heater in the triage area, Hospital Corpsman 1st Class Karen Schultz, one of the corpsmen from Okinawa and Iwakuni who built and operated the air base aid station, took stock of her surroundings.

"Our biggest challenge during

*Team Spirit* has been sick call," said Schultz. "Each patient is different, though many physical conditions are the same," she said of the more than 700 Marines, sailors and airmen treated so far. "The real challenge has been taking care of everybody's needs.

"There is a lot of heavy equipment in motion and construction going on all the time here, so you can get some bumps and bruises," said Schultz. "We've had some dehydration as well. It takes effort to get through to the troops that you can get dehydrated in cold weather."

The general trauma area was equipped with an advanced cardiac life support system, designed to stabilize and control acute heart patients until they could be med-evaced from the area. Thanks to a mission-dedicated *Blackhawk* helicopter on the tarmac outside, and a "dust off" flight-ready team of doctors and corpsmen inside, the process would take only minutes.

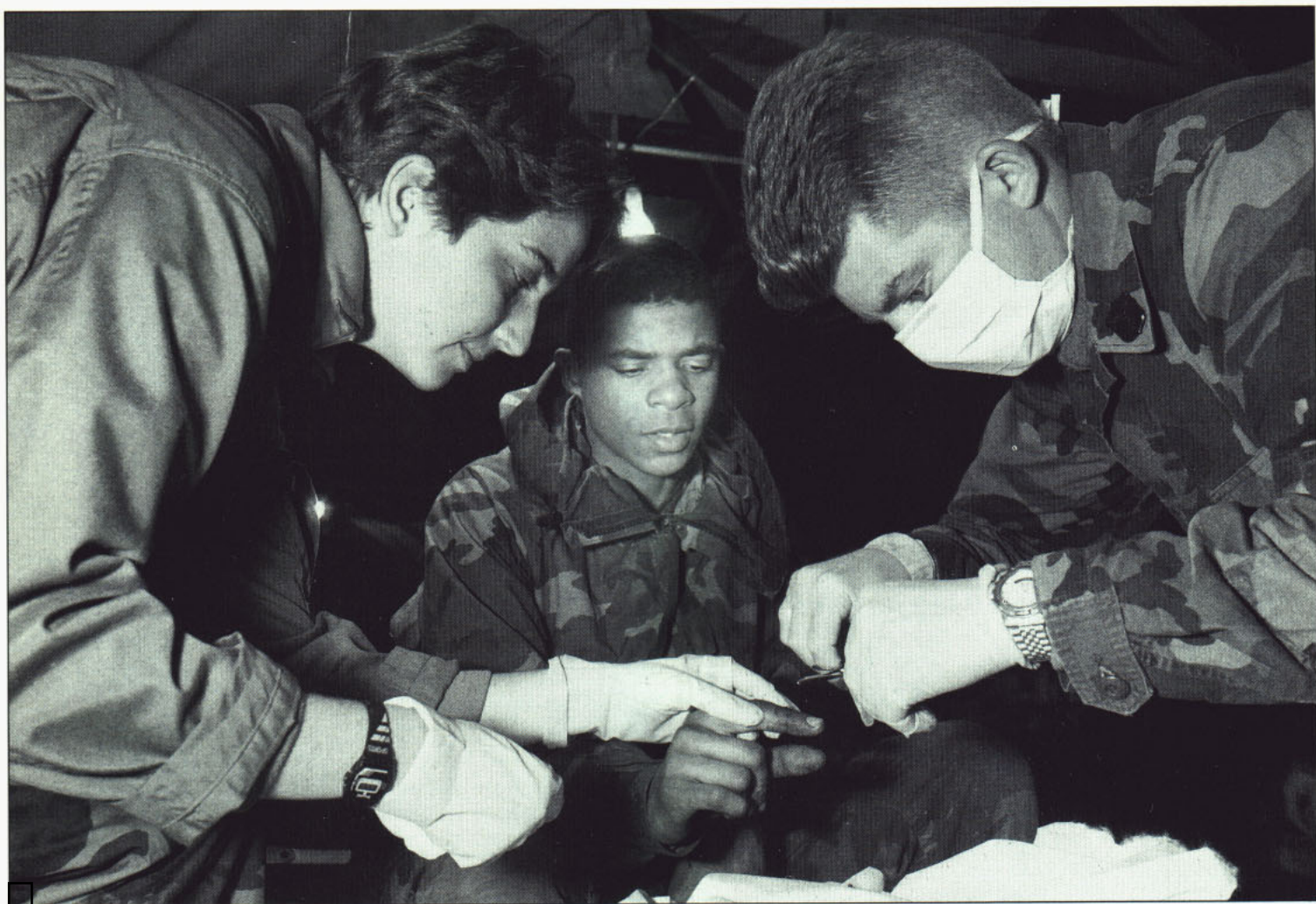
"We provide full-time medical evacuation 365 days a year for all the armed services in Korea," said Army Warrant Officer 1 Andrew L. Filson, a pilot in the 377th Medical Air

**Left:** LT Suzanne Bator inspects the job HN William Marjenhoff (right) has done removing the stitches from the ear of a Marine during exercise *Team Spirit '93*.

**Right:** HM3 Carl A. Primus checks Marine Sgt. Merrie Edwards during her checkup at the air base aid station on Pohang Airfield, Republic of Korea.







**LT Suzanne Bator holds the finger of Lance Cpl. Gregory L. Price steady as HM3 Carl Primus stitches a wound in Price's finger.**

Ambulance Company, who took emergency cases from Southramp and the Marine Expeditionary Command, Pohang, to the 121st Evacuation Hospital at Seoul.

Additionally, Filson practiced the transfer of patients to USS *Dubuque* (LPD 8), one of a score of amphibious ready group vessels off the coast. "When you land inland, it's mostly a matter of clearing the landing zone; the ground stays where it's at," said Filson, who received special training on shipboard landing. "You must be a lot more involved when landing on a ship, and you have to be really cognizant of what's going on. The ship is moving below at anywhere from 10 to 30 knots, pitching and rolling, and you're trying to keep up

**"The real challenge is taking care of everybody's needs, because everybody is different."**

with it while moving sideways."

As well as avoiding injury, "Common sense is the key to keeping healthy," said HM1 David Steiner at his preventive medicine station a couple of feet away from the pharmacy. His daily task was keeping the troops informed about the many health risks threatening them, on and off the job.

Various signs spread his message

across the tent: "Boil it, cook it, peel it or forget it." "Don't eat from street vendors." "Don't drink the water." A small canvas-enclosed examination room behind the front desk and triage area completed the loop around the tent on the early morning tour. It was 7:15 a.m., and the first of an average 30 to 40 patients a day had already arrived, keeping the corpsmen busy for another 15-hour day.

"Okay, just a little pinch," said HN William Marjenhoff as he concentrated on the stitches he was removing from the ear of his first patient. "Aargh!" the Marine cried as the bit of thread came away in the tweezers.

"Okay, that was one."

"That was one!?"

A long 15-hour day. □

*Farrington is assigned to Fleet Combat Camera Group, Pacific.*



# Team Spirit '93

## *U.S. and Korean forces team up for joint combined operations*

Story and photos by PH2 M. Clayton Farrington

**T**eam Spirit '93, the largest joint/combined military exercise between the United States and the Republic of Korea (ROK) kicked off recently pitting American and Korean forces against themselves and the elements.

The 10-day exercise is designed to improve the defensive readiness of the ROK and both ROK-based and CONUS-based U.S. forces through participation in joint/combined operations.

"Team Spirit is a joint operation in spades. Not only are all U.S. services involved, but we're working with all our ROK counterparts, so you get joint and combined interoperability," said VADM Timothy Wright, Commander 7th Fleet.

"North Korea's withdrawal from the Nuclear Nonproliferation Treaty has made us much more watchful of what they are doing, but it is not unusual to see them increase their readiness and issue some rather alarming statements," said Wright whose Team Spirit responsibilities included 14 U.S. Navy ships comprising USS Belleau Wood's (LHA 3) amphibious ready group (ARG) and USS Independence's (CV 62) battle group. "We did an awful lot of work in every one of our warfare areas," he said. In addition to the 14 U.S. Navy vessels participating, 29 ROK navy ships supported more than 9,500 U.S. and ROK

Marines, some of whom performed an amphibious landing at Tok Sok Ri Beach near Pohang, Korea.

"The biggest item with the most visibility during Team Spirit was the amphibious landing," Wright said. "We followed it up with an amphibious raid further up the coast, which was conducted with helicopters rather than boats," said Wright.

"The trade patterns are becoming more complex and there are some concerns about what's going to happen in terms of the U.S. presence in the region," Wright added. "I think one of the most important jobs the Seventh Fleet has is to demonstrate the intention of the U.S. to remain engaged in Asia."

*Farrington is assigned to Fleet Combat Camera Group, Pacific.*



**U.S. and Korean Marines take positions on Tok Sok Ri Beach, Republic of Korea, during the landing phase of Team Spirit '93.**



# Navy ghosts

## Things that go b

Story by JO2 Paul Taylor

**I**t's that time of year when we turn our thoughts to the supernatural. On October 31st, you may feel being on a Navy base or aboard a modern naval vessel will spare you run-ins with representatives from the nether world. Well, that may not be the case. There are a number of ghosts said to walk the steel decks of several ships and the housing areas of many bases. Here are just a few stories:

### Commodore Stephen Decatur

On May 22, 1820, Decatur met on the "field of honor" with Commodore James Barron. Thirteen years earlier, Barron had been court-martialed for negligence. As the years passed, he blamed Decatur, who had served on the court-martial board, for his disgrace. Finally he challenged Decatur to a duel.

The two met in the Maryland countryside, outside Washington, D.C. When the shots rang out, both men fell to the ground. Barron would later recover, but Decatur was mortally wounded. Taken to his home in Washington, he died a short time later. Though his

body was taken away and buried, it is said Decatur never left the house at Lafayette Square.

Several years ago a maintenance worker said he saw an apparition leaving through the back door dressed in what appeared to be a Navy uniform, carrying a black box under its arm. Could this have been Decatur heading toward his fate with his dueling pistol in the box?

In another incident, a custodian at the house was buffing the floor in one of the rooms, when she felt a presence and saw a blue-sleeved arm with gold decorations — the rest of

**Commodore Stephen Decatur had fought several duels before, but he was not eager to do so again. He was enjoying a peaceful life with his wife Susan in their Washington home.**





# ump in the night

the arm's body was nowhere in sight...

## USS *Forrestal* (AVT 59)

In 1967, *Forrestal*'s flight deck was the sight of one of the greatest fires to ever strike a naval vessel. The blaze claimed the lives of 137 men, one or more of whom allegedly never left the ship.

An entity, which was given the name George, is said to inhabit the ship's No. 1 and No. 3 holds — sight of the frozen food storage and pump rooms. Those who have stories to tell about *Forrestal*'s ghost are quick to point out that the No. 1 reefer has

been used as a morgue.

A few years ago, a mess management specialist 1st class was taking temperature readings in the reefers. As he went from one to another, he was careful to close the doors. When he returned to the space 15 minutes later, all three doors were standing open. Did someone simply enter the space and open the doors as a prank? Probably not — the 1st class had the only key to the space, and he had locked it before leaving.



During the 1967 fire aboard USS *Forrestal* 137 men died. Some still believe that one or more of these men still reside aboard the ship in the No. 1 and No. 3 holds.



# Navy ghosts

Other stories include disconnected telephones ringing that, when answered, produced far-off voices pleading for help, lights going off and on when no one had access to the switches and objects floating in

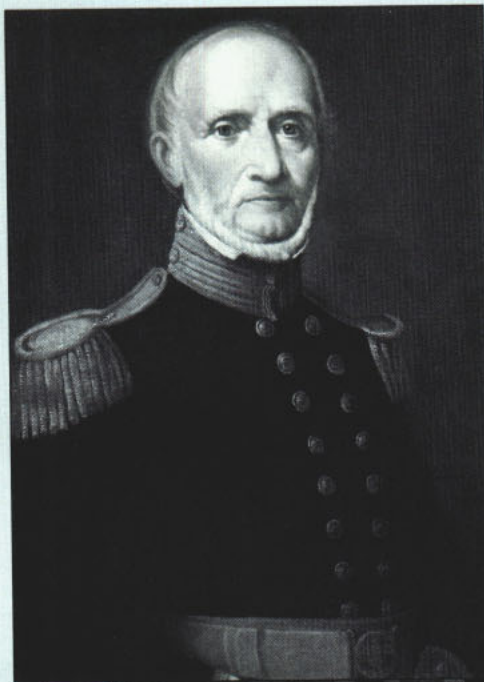
mid air. Once a sailor saw a deck grating rise off the deck and drop suddenly, and no one was there.

## Commandant's house

The Marine Corps has housed its commandants at a house on the corner of 8th and I streets in Washington, D.C., for more than 185 years. In 1821, 37 year old Brevet Brigadier Archibald Henderson became commandant and moved into the quarters. Serving 11 presidents, he stayed there for the next 38 years. However, some would have you believe his stay lasted much longer.

In 1859, Henderson died in the

**Archibald Henderson, 5th Commandant of the Marine Corps died in the quarters and is said to still walk its halls.**



quarters after a brisk walk. It is believed by some that he still resides there. Gen. and Mrs. Wallace Greene moved into the quarters in 1964. During their first evening there, Mrs. Greene saw an elderly gentleman sitting in a chair in front of the fireplace. Upon being observed, the apparition arose, bowed politely and disappeared. When the Commandant brought home a portrait of Henderson, Mrs. Greene confirmed that he was the man she saw. . . .

On another occasion, Henderson made his presence known and at the same time expressed his displeasure with a new Marine Corps directive. The occasion was a dinner party being hosted by the 19th commandant, General Thomas Holcomb, on Oct. 12, 1942. Earlier that day, Holcomb had written a letter to the Secretary of the Navy saying as many women as possible should be recruited to relieve male Marines for essential combat duties.

The wife of one of the guests asked the commandant what he thought about women serving in the corps. Before the General could respond, the portrait of Henderson, which had not been off the dining room wall since it was installed many years earlier, crashed onto the buffet, denting the elaborate silver service which was on it.

"I haven't seen him and I'm kind of disappointed," said Linda Mundy, wife of the current commandant. "I'm sure that if it's true, he's just here making sure we're taking good care of the house." □

*Taylor is a staff writer for All Hands.*

*Now it's your turn! If you have any Navy ghost stories, write them down and send them to Navy Internal Relations Activity, Naval Station Anacostia, Bldg. 168, 2701 South Capitol St. S.W., Washington, D.C. 23074-5077. They may be used in next year's October issue.*

ALL HANDS



# Witches, Ghosts, and Goblins

## *Trek safely*



**H**alloween is that time of year when children, and some adults who are kids at heart dress up in costumes to collect treats and have fun. However, there are hazards to beware of to ensure fun and safety. Children can fall, be hit by cars, burn or cut themselves or find deadly "tricks" in their treats. When your children go trick-or-treating this year, make sure they are safe by observing the following guidelines:

- Use flashlights so children can see and be seen. Visibility is poor at night.
- Buy flame resistant costumes. Children can easily brush into or trail the ends of a loose costume against a lit jack-o-lantern and catch fire.
- Apply face make-up rather than buying a mask that might restrict breathing or obscure vision. If a mask is bought, make sure eye holes are large enough to see through and the mask is snug enough not to slip out of position.
- If costumes come with swords, knives or other materials, make sure these items are made of soft, flexible material.

- Have children wear shoes that fit — walking up and down stairs and over curbs is tricky enough in the dark.
- Put reflective tape on costumes.
- Make sure children are chaperoned by an adult.
- Remind children to walk on sidewalks rather than in the streets.
- Check all treats before consumption. If possible, get treats X-rayed by a local hospital or military medical facility. Discard baked goods unless you know the cook.
- Drive slowly in residential areas. Watch out for children darting out from behind and between parked cars.
- Watch carefully when backing out of driveways.
- If you're driving at twilight, or later in the evening, watch for children wearing dark clothing and walking on shoulders or medians of the road.
- If you're driving children to homes of special friends or relatives make sure they fasten their safety belts. Be sure they get out of the car on the curb side away from traffic. □

*Portions of this article were reprinted from the National Safety Council Volunteers Voice Newsletter.*

**W**hile the name Halloween or All Hallows' Eve is taken from a great Christian feast, most of these customs came from the Druids, nature worshipers who, during their new year festival in the fall, tried to placate the lord of death. The Druids were the religious leaders of the Celtic tribes that lived in Ireland, Scotland and Wales.

The Druids believed that the spirits of all those who had died in the last year were allowed to spend a few hours at their homes on this night. It was also the night of the full moon — and

black cats, elves, fairies and witches were believed to be abroad.

The witches and spirits who roamed on this night had their fun by frightening, harming and playing mean tricks on humans, so the scared mortals would offer them things they liked — dainty foods or sweets. A human might also dress like a witch or spirit and roam the countryside undetected.

Eventually a combination of Celtic and church customs evolved into our modern tradition of Halloween. □





Photo by Parker Daniels

*Charlie  
Daniels  
brings  
country  
to the  
Adriatic*

**Above:** Charlie Daniels, a regular volunteer on the USO circuit, brought down the house recently in Guantanamo Bay, Cuba.

**Right:** Charlie Daniels performed two rare solo shows onboard *TR*.





# Charlie Daniels . . . arriving!

Story by JO3 Dave Fitz

**T**he sound of engines whining and mechanical gear rumbling was replaced by foot stompin' and cheers as renowned country music entertainer Charlie Daniels lit up USS *Theodore Roosevelt* (CVN 71) with a United Services Organizations (USO) sponsored "All American" one-man show in June.

Daniels performed two standing-room-only shows for the sailors in the Adriatic Sea in support of Operation *Deny Flight*. "The people of America and I are real proud of every one of you and what you're doing,"

he told the crowd. "We definitely have the finest, most motivated, clear-eyed, dedicated people in the world in the United States armed forces."

Between performances, Daniels

"The people of  
America and I are  
real proud of every  
one of you. . . ."

spent most of his time in the 1st class mess signing autographs and chatting with the crew. He also made a visit to the bridge.

"Did you feel me drive the ship?" Daniels asked his second audience. "I took an extra turn on the wheel and we're almost back to Norfolk." That sent the sailors, who had been operating in the Adriatic for more than 100 days with only one port visit, into a frenzy of cheers and clapping.

Daniels took requests during his second set, working hard to play every song the crew yelled out. He finished the set by playing the No. 1 requested song of the day, "The Devil Went Down to Georgia." He wasn't able to play it for the first set because he forgot his fiddle, but Chief Postal Clerk (SW) Martin Undergraff came to the rescue, lending him his. Daniels said he only played the song solo one other time. "It didn't go over too well . . . but here goes." When Daniels finished, the crowd let out a roar in response to his efforts.

"What a great show, I loved it," said Airman Donald Fen, from Oklahoma. "All us country boys, we stick together."

The flight to the carrier was an adventure for the Grammy-award winning entertainer. Daniels and his wife, Hazel, experienced a carrier landing arriving onboard the ship from Naples, Italy. When the pair left *Roosevelt* about five hours later, they also experienced a catapult launch. "That landing and that take off were two of the neatest things I've done in a long time," Daniels said. □

Fitz is assigned to USS *Theodore Roosevelt* (CVN 71) public affairs office.



Photo by U.S. NAVY





# Estate Planning

*Making sure your possessions get to the right place after your death*

By JO2 Brett Bryan

## Before making out your will

- Before coming to a legal assistance office, discuss whether or not you need a will.
- Decide who will be given what, and make sure you have their addresses.
- Decide who will be appointed guardian of any children.
- Decide who will be the executor of the will.
- Make out a list of your property including all monetary assets, as well as business interests.

**M**ost sailors don't consider their cars, furniture, baseball card collections, etc. as an "estate." But for legal purposes, all your property and business interests are part of your estate.

What will happen to your estate after your death? Unless you have a will, your estate will go to whom-ever is specified by state law. In many states, that will be your spouse, children or parents. If you want all or part of your estate to go to someone other than specified by



## Other things to consider

**A living will is not part of a normal will, but is an instruction that you should not be kept alive by extraordinary medical measures, should you be in a persistent vegetative state.**

**A durable power-of-attorney authorizes someone to make medical decisions for you if you become unable to do so.**

**Funeral instructions should be written so the disposition of your body can be carried out in the way that you desire.**

**Store your will and other documents concerning your estate in a secure place known to and accessible by the executor.**

state law, you'll need a will, according to LCDR Donna M. Crisalli of the Legal Assistance Division, Navy Judge Advocate General's Office.

A will is a legal declaration of how you would like your possessions disposed of after your death. Crisalli recommends wills for sailors who have children or more than a minimal amount of property. "A will enables you to decide who gets what, appoint a guardian for your children, or set up a simple trust fund for your children. You would also be able to appoint a trustee who will have control over the assets until the children reach a specified age," she said.

"In a will, along with appointing a guardian for your children, you can name an executor who will be responsible for ensuring your property is passed on to the right people, and that expenses and debts are paid," she said.

According to Crisalli, all active-

duty and retired members and their dependents are eligible to have a will prepared at a legal assistance office free of charge. "Generally, all reservists are eligible to get a will at a legal assistance office, because wills are considered part of mobilization readiness," she said.

"Some sailors may not need a will," Crisalli said. "You may only need to get a will if you want your property or particular items to go to someone other than who is specified by state law," she said.



Crisalli said a will remains in effect indefinitely, but a new will should be made, rather than amending the old one, when your circumstances change (i.e. change in marital status, children, change in financial status or if you change your mind about how you want to dispose of your estate).

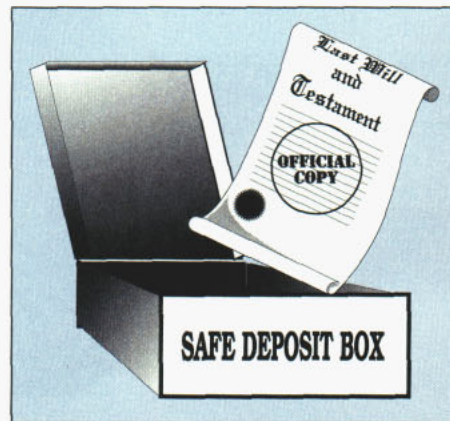
In addition to making out a will, other areas have to be considered when planning the disposition of your estate. "For most sailors, the bulk of their estate is their Serviceman's Group Life Insurance (SGLI) policy, which does not pass through

**"Some sailors only need to get a will if they want their property or particular items to go to someone other than specified by state law."**

the will. We recommend that when they make arrangements for the disposition of the property, they also discuss the disposition of SGLI and jointly-owned property as well as other areas not covered by the will," Crisalli said.

Sailors who need more extensive estate planning, (those whose estates are in excess of \$600,000), should consult an attorney specializing in estate planning rather than a military legal assistance officer, whose practice is too general to provide the kind of sophisticated planning which is needed, Crisalli said. □

Bryan is a photojournalist for All Hands.





## Reunion

# Father and son

Story by HM2 Edgar Nem Singh

**A**fter calling Robert McDonald to the examination room, the receptionist didn't expect two men to respond.

Though the younger man stepped back, he had already stepped into what was to be a reunion with his father, whom he hadn't seen in 16 years.

The two were seated in the same lobby at Naval Hospital Camp Pendleton, Calif., in June, neither knowing the other's identity. Sick call isn't a place you would expect to find a lost relative, but when "Robert McDonald" was called out, they both stood up.

Robert Sr. didn't see the other man as he stood and went on to his appointment. But Robert Jr. couldn't

separated during a divorce squabble in the late '70s. The young McDonald was placed in a foster home, and the two had not heard from each other since.

Robert Sr. recalled just a few days earlier on his son's birthday, he had "... asked the Lord where my son could be, and now my prayers are answered."

"It hasn't sunk in yet. And I really don't know what to say," said Robert Jr., a corporal with Marine Air Squadron 6, El Toro Marine Corps Base, Calif.

A knee injury had brought the younger McDonald to the orthopedics clinic. The elder McDonald came in to the primary care clinic because of chest pains. The two clinics share the same patient waiting area.

Robert Sr. had been scheduled to leave the area the previous weekend. Robert Sr. said, "Something told me to hang around." He said he had long been searching and wondering about his son, and now that they are reunited it took a load off him. "It doesn't hurt anymore." He said, adding that he plans to keep in touch and try to live near his son. "I'll start from day one, and everything he

wants, I'll do it."

The McDonalds discovered they share common interests in photography, electronics and computers. As they went down to the mess hall to share their first meal together in 16 years, one could not help but wonder at the twist of fate that reunited a father and his long-lost son. □

Nem Singh is assigned to Naval Hospital Camp Pendleton, Calif.

**Top left:** Robert McDonald Sr., July 7, 1950.

**Left:** Robert McDonald Sr. and Robert McDonald Jr. after 16 years of separation.



Photo courtesy of Robert McDonald Sr.

restrain his curiosity and asked the medical personnel for the middle initial of the other Robert McDonald.

Later, the name Robert McDonald was called out again, but this time Robert Sr. ventured a glance at the young man who shared his name. "As I came closer, I found myself looking at a man who looked like me when I first joined the Navy many years ago. I knew I was looking at my son," the elder McDonald said.

Father and son were

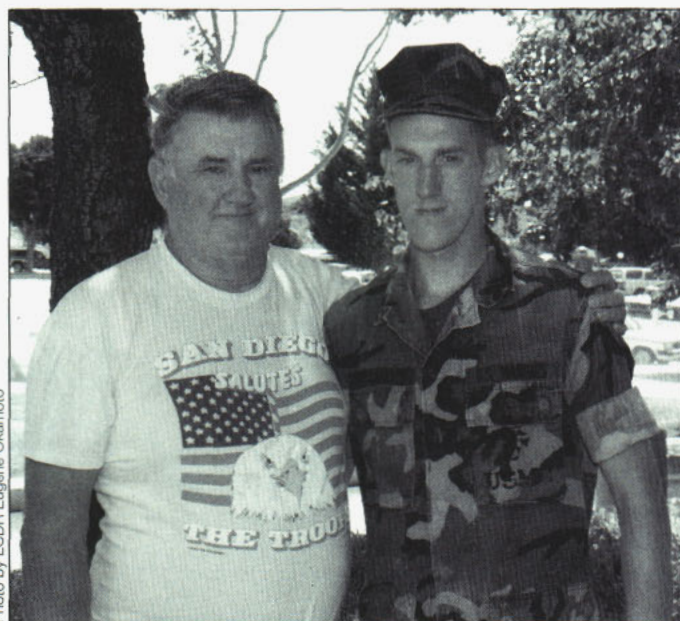



Photo by LCDR Eugene Okamoto





# Puerto Rico Island of contrast

Story by JO2(AW) Laurie Butler

**T**he tiny island of Puerto Rico is rich in diversity. Sunny beaches give way to rugged mountains, cobblestone streets turn into crowded highways and modern highrises are scattered among 300-year-old buildings.

Nearly 1,000 miles southeast of Miami, Puerto Rico is steeped in tradition and culture. Its heritage is derived from South American Arawak natives, Carib Indians and African slaves. A Spanish colony for four centuries,





**Top:** Most towns still cluster around traditional Spanish plazas, which provide a number of ways to pass the day.

**Above:** Hundreds of miles of coastline rim Puerto Rico, resulting in a great diversity of water sports activities available to islanders and visitors.



**Above:** Street and market vendors add to Puerto Rico's old-world charm. They also provide customers with everything from fresh fruits and vegetables, to meats cut to your specification.

this influence is most evident in the language and customs of its people. Churches and forts from Spanish colonial days still stand.

Puerto Rico also reflects its ties with the United States. A U.S. commonwealth, Puerto Rico has adopted some of the American culture. Most islanders speak English and the U.S. dollar is the official currency, making your visit much easier.

Hiking in a tropical rain forest, deep-sea fishing, experiencing a different culture — if you ask those stationed at Naval Station Roosevelt Roads what their favorite aspect of Puerto Rico is, you will receive answers as diverse as the island itself.

"Sunny and always between 80 and 88 degrees," said LT Sara Applegarth, a naval aviator at Fleet Composite Squadron 8. "The flying is absolutely gorgeous. The landscape and the water, it's the most beautiful place you'll ever fly. And the water sports are outstanding."

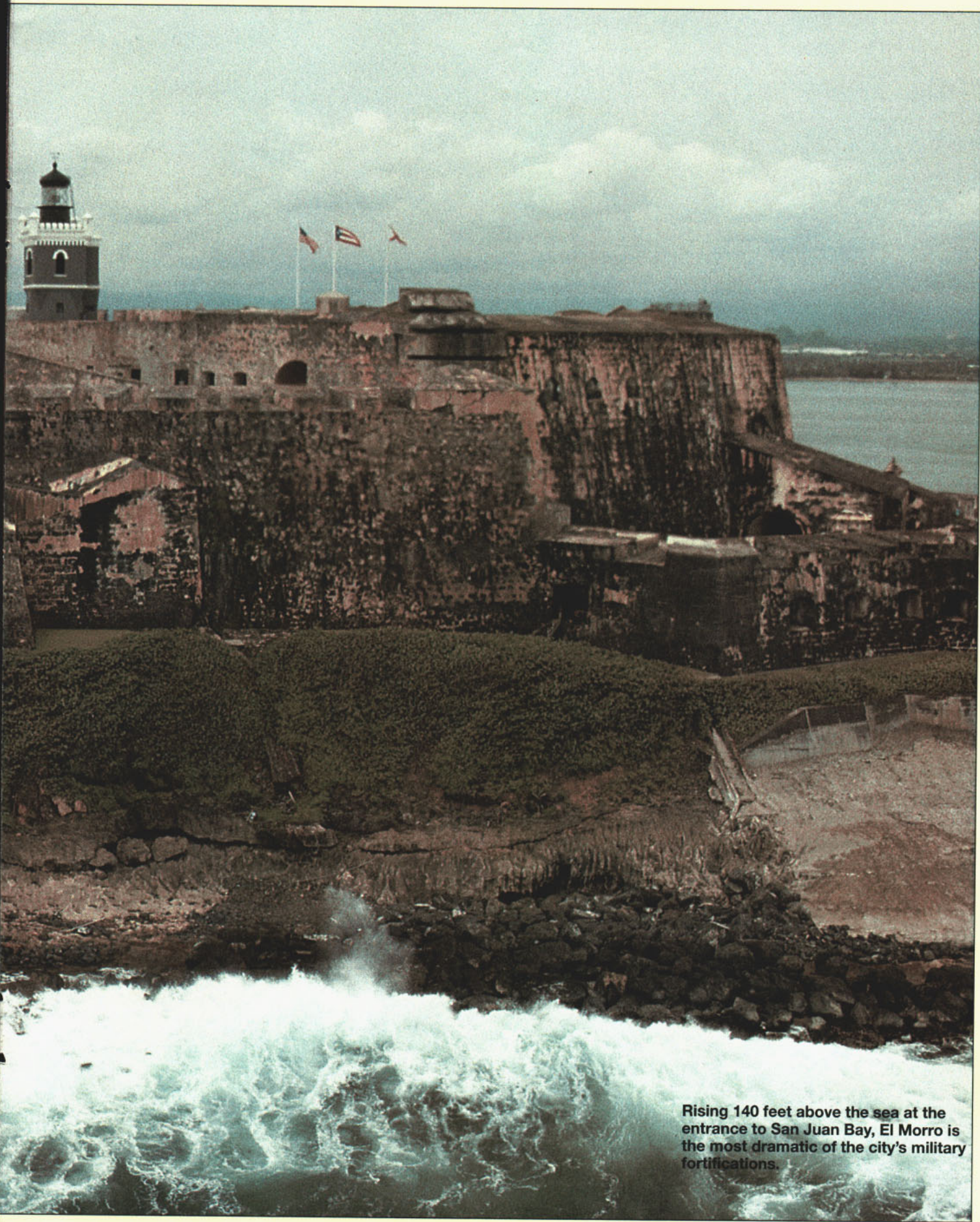
"El Yunque and Old San Juan are must sees," said Mess Management Specialist 2nd Class Jonathan Padilla. A native Puerto Rican, Padilla still finds new things to experience. "Even though I grew up here, there are many places I haven't seen. The possibilities are endless."

Debra Sindeldecker, a military wife, enjoys the culture and people aspect of the island. "You're overseas, but not really. Most of the people speak some English and many stateside department stores are here. But the people still maintain their culture and traditions. It's the best of both worlds."

Whatever your expectations, Puerto Rico will surely meet them and provide you with a few surprises of its own. □

*Butler is a photojournalist for All Hands.*





Rising 140 feet above the sea at the entrance to San Juan Bay, El Morro is the most dramatic of the city's military fortifications.





# Unity from the Sea

## Joint venture keeps forces sharp

Story and photos by  
PHC(AW) Joseph Dorey

**W**ith command and control originating from the sea, more than 20,500 U.S. and allied armed forces recently participated in *Ocean Venture '93*, in and around Roosevelt Roads, Puerto Rico. USS *Mount Whitney* (LCC 20) served as a floating command post for both the Joint Task Force Commander and the Joint Force Air Component Commander.

"The forces have been molded together to take advantage of individual strengths to create a force with unmatched capabilities," said VADM William J. Flanagan Jr., Joint Task Force Commander. "They're teaching the skills of each other's service — they're our real secret weapon."



The pace of *Ocean Venture* was set on board *Mount Whitney*, where the sister services learned to work together. "At first we had some conflicts — not with control, but with procedure. Everybody wanted to do it their own way," said Air Traffic Controller 3rd Class Shawn Hagen. "But we realized that we had to work it out between us."

Air Force Tech. Sgt. Mike

**Above:** 28th Marine Expeditionary Unit troops land on Vieques Island, seven miles southeast of Roosevelt Roads, in a surprise assault on "enemy" forces. *Ocean Venture* participants take their training seriously. "It gives us practice in case the real thing happens. We should do more [exercises] like it."

McCann, working alongside Hagen in the command center agreed. "We're going to fight joint, so we

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need to practice joint. It's better to run into a problem now, than if you're really out there fighting."

Making the adjustment to a ship is bound to be difficult for a non-sailor, but some good-natured kidding helped ease the transition.

"They took some time to get their sea legs, and we told them to watch out for the knee-knockers," Hagen said, referring to his new shipmates from the other services. "But they made the adjustment great."

"The first time I was walking on board, I felt like I was walking drunk.

I kept staggering," admitted Air Force Staff Sgt. John Riskovich about his first experience on a Navy ship.



"But it's been fun. To me, it's kind of like the biggest amusement park ride I've ever had."

Along with forces from the Navy, Army, Marine Corps, Air Force and Coast Guard, units from the United Kingdom, France and the Netherlands also participated in a scenario to recapture a fictitious Caribbean island from a hostile takeover.

The exercise evaluates the U.S. capability to respond on short notice to a developing situation which threatens U.S. interests.

One common problem during

## The humanitarian side of war

Story by JO2(AW) Laurie Butler

**T**he island of St. Alexander is under siege as American and allied forces try to reclaim the country from "hostiles." But for 50 American citizens and foreign nationals trapped in the melee, their only hope will come from the sea

through a noncombatant evacuation operation (NEO).

"NEO is designed to extract American citizens and foreign nationals from a hostile environment," said Army Lt.Col. Blake Dunbar, a civil affairs reservist. "I think it's very pertinent these days, particularly for the Navy. As the world threat changes, the only safe ground may be at sea."

This particular scenario required a joint effort between Marines from Battalion Landing Team (BLT) 2/8

***Ocean Venture* included personnel from France, the Netherlands and marines from the United Kingdom.**

and crew members from USS *Guadalcanal* (LPH 7), where the "evacuees," were taken. "It starts at the reception center, where evacuees are briefed on the process," said Marine Maj. Terry Kerrigan, executive officer of BLT 2/8. "They then move on to a processing station where documentation is verified."

The evacuees then boarded helicopters for a short ride to *Guadalcanal* — and safety. "The amphibians are very adept at NEOs," said LT James Marlow, on board *Guadalcanal*. "This is the humanitarian side of armed conflict." □





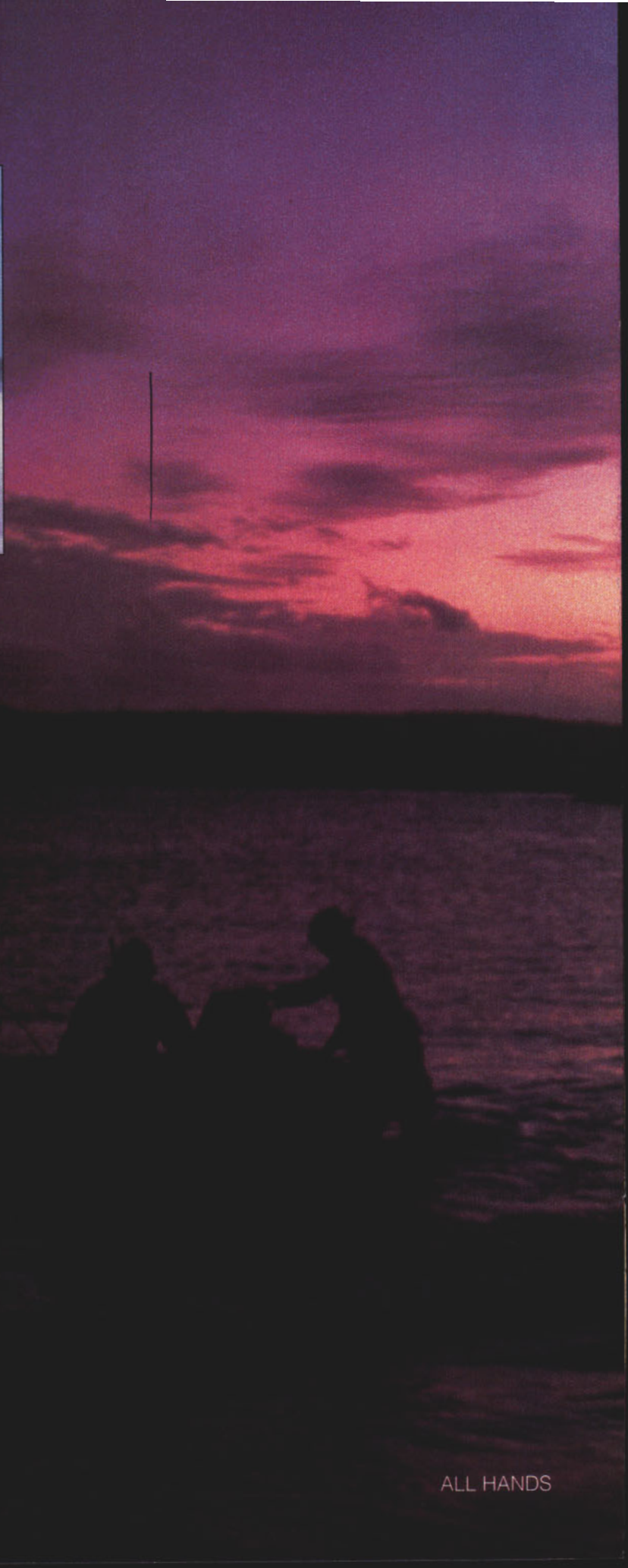
joint exercises is communication. According to an *Ocean Venture* veteran, this issue is being taken seriously. "Communications play a big part in this exercise," said Chief Intelligence Specialist Debra Richardson. "Last year, we spent a lot more time trying to defeat communication problems. This year, they started working on them months before the exercise even got started."

According to Richardson, "This is the first time we've worked together where a message goes out to all of us from the force commander, not just from the Navy to the Navy."

Riskovich said he was pleasantly surprised to discover how much he had in common with other service members. "Here I'm working with all four services which makes it easier to talk to them and see their views on how we do our job."

"Some of us have different perspectives, but basically we're all out here trying to do our part," Riskovich said. "The main thing is, we all have a commitment to our country and this is how we chose to serve it, regardless of what branch it is." □

*Dorey is a photojournalist for All Hands.*

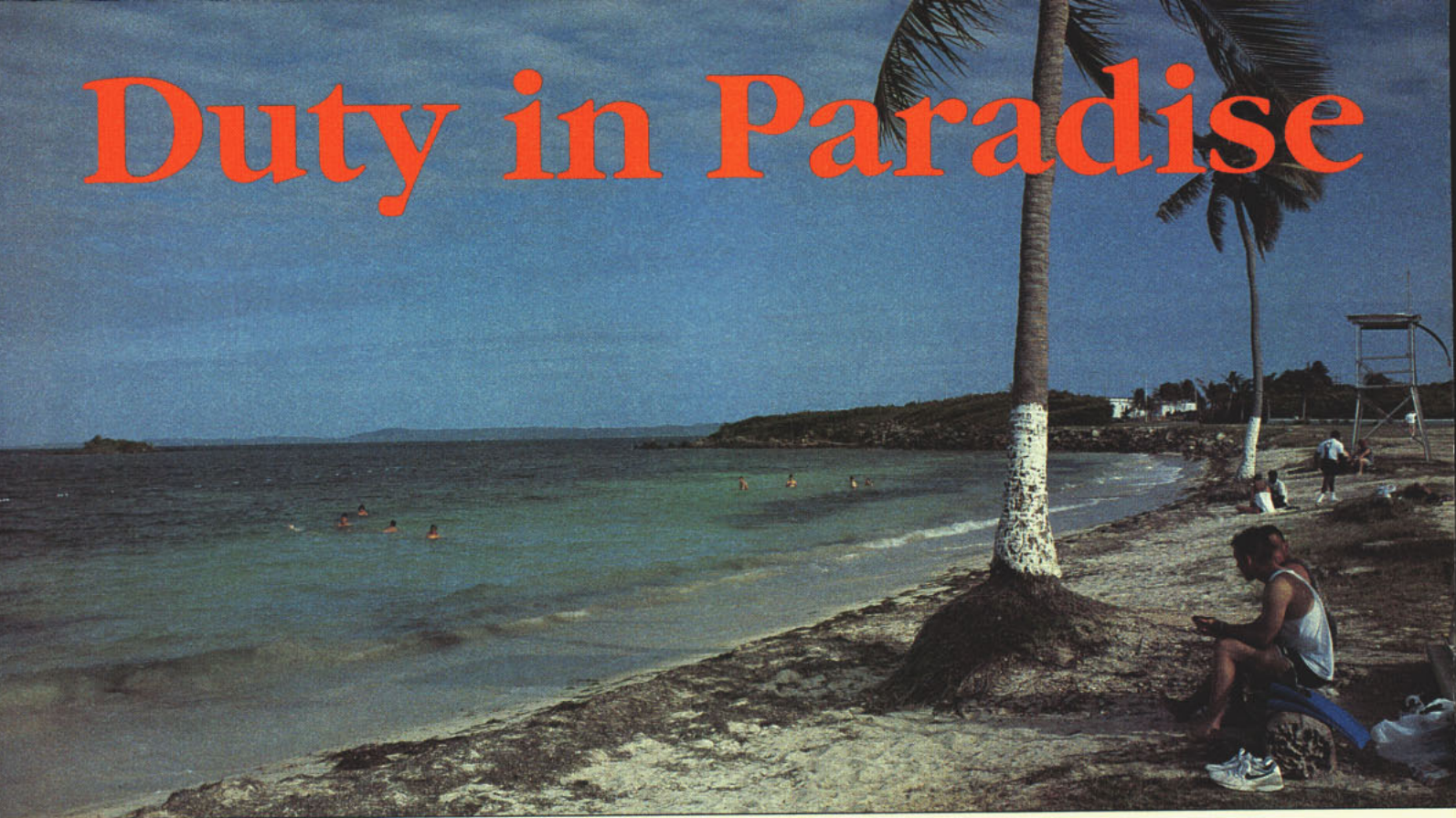








# Duty in Paradise



Story and photos by JO2(AW) Laurie Butler

**C**rystal-clear emerald waters broken only by coral reefs and sun-drenched beaches, a "perpetual June" climate and a leisurely pace of life — Puerto Rico is the ideal vacation spot for many. But for the men and women stationed at Naval Station Roosevelt Roads, Puerto Rico, also means work, and plenty of it.

As one of the Navy's premier training grounds, Roosevelt Roads continuously operates on an up-tempo, providing operational training support for the Atlantic Fleet, as well as its sister services and allies. Roosevelt Roads, one of the largest U.S. naval bases and home to Commander, Fleet Air Caribbean, is just one of a handful of bases that include a major harbor and air station. Its 33,000 acres are divided between Puerto Rico and Vieques, a small island several miles southeast of the naval station where air and amphibious assaults are staged.

"This complex is one of a kind on the East Coast, and I think one of a

kind in the Navy," said CAPT D.B. Roulstone, the station's commanding officer. "An entire battle group can come down here and conduct all phases of training. Anti-submarine warfare, sub-surface, air-to-air warfare, air-to-surface or surface-to-sur-

face warfare ... we provide the whole spectrum."

With about 10 exercises conducted on its grounds each year, sometimes tripling the base's population, Roosevelt Roads' success depends on cooperation and understanding from its 7,500 military personnel, civilians and family members.

"When [exercise participants] come down here, they want to work hard and that forces us to go at the same tempo," said Roulstone. "We're all on board with that. We'll bend over backwards to provide the



**Above:** Naval Station Roosevelt Roads is one of the fleet's premiere training grounds. It is also home to some of the prettiest beaches in the world.

**Left:** LT Sara Applegarth, a pilot at Fleet Composite Squadron 8 (VC 8), performs a pre-flight inspection on an A-4 Skyhawk. VC 8, which also flies the SH-3 helicopter, tows and recovers targets during training exercises as well as performing search and rescue missions.



The naval station has 974 housing units, with a large number of them overlooking the ocean. The wait for housing averages between four and six months.

services that the fleet needs to get its training accomplished."

"It gets hot and heavy when there are operations," said Aviation Electronic's Technician 1st Class Scott Sindeldecker of the Aviation Intermediate Maintenance Department. "You work a lot of overtime."

While the work tempo increases, Sindeldecker and his wife, Debra, say the exercises have little impact on their family. The naval station continues to maintain its community atmosphere. "The operations don't really interfere with our family life," said Debra. "Sure the exchange



# AFWTF sets the stage

Story by PHC(AW) Joseph Dorey

**A** key component of Naval Station Roosevelt Roads, Puerto Rico, is the Atlantic Fleet Weapons Training Facility (AFWTF), which coordinates and controls training events for hundreds of military units each year.

AFWTF oversees more than 190,000 square miles of open ocean ranges and air space used for weapons systems training, as well as ranges on Vieques Island used for amphibious landings and ordnance delivery.

"We train [crews for] everything from B-52s to helicopters," said CDR Jim Long, deputy technical director at AFWTF.

AFWTF hosts all branches of the U.S. Armed Forces, and coordinates training for many foreign military

units, including those from NATO and South American countries.

Long pointed out that AFWTF does not plan exercises for the various units training on its ranges, but rather acts more like a referee.

"We are basically an arena," Long said. "We know the rules and how we have to work within this area.

... Like in *Ocean Venture*, we open up the range and say, 'OK, you've got the range, these are the rules you have to play by,' and we just monitor what they do." □

*Dorey is a photojournalist for All Hands.*

**Several exercises are monitored simultaneously inside AFWTF's headquarters on Roosevelt Roads.**



Photo by Nestor Rodriguez



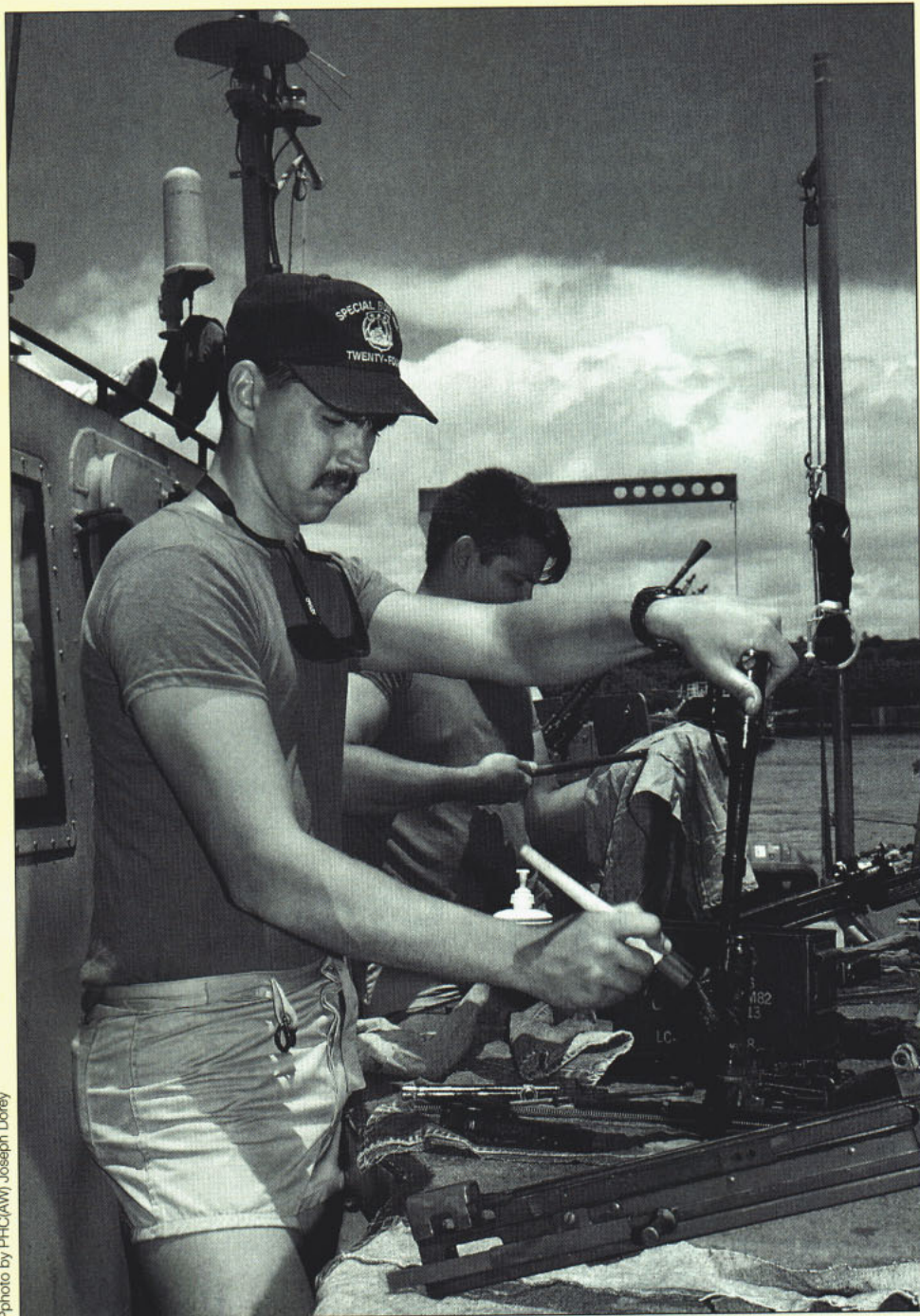


Photo by PHC(AW) Joseph Dorey

may run out of certain supplies, but you learn to work around it. From the community standpoint, I have to rate duty here as excellent."

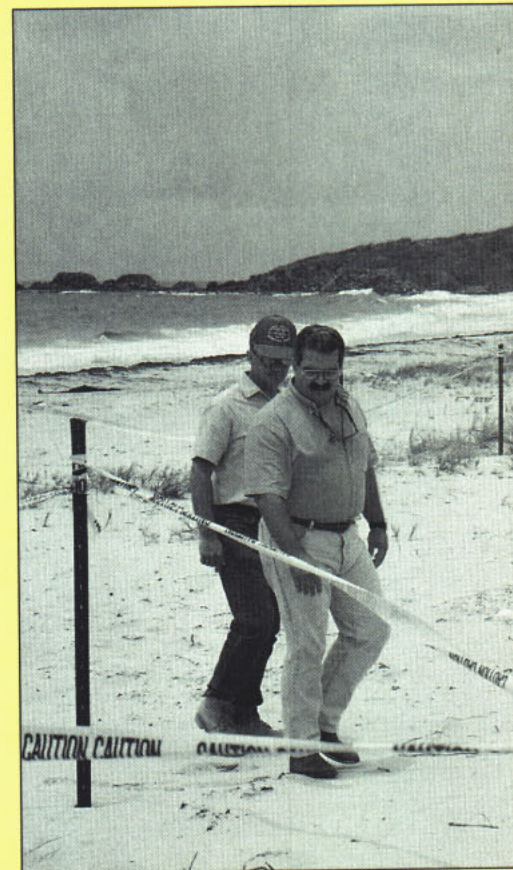
Work plays a major role in their lives, but those assigned to Roosevelt Roads aren't about to pass up the sights and activities the island offers. "Boating, hiking, diving, fishing — Puerto Rico has it," said Chief Yeoman Julia Pontius, of the Atlantic Fleet Weapons Training Facility. "We're not confined by the seasons."

Beaches and coral reefs are scat-

**GMG2 Robert Kelly and GMG2 Derek Wooden break down a weapons system for maintenance on board a patrol boat from Special Boat Unit 24, Little Creek, Va. Visiting SEALs use the facilities at Naval Special Warfare Unit 4 while training at Roosevelt Roads.**

tered throughout the naval station, and the base offers diving and recreation gear as well as a golf course and marina. "Everything you want is here," said Pontius. □

*Butler is a photojournalist for All Hands.*





# Life in a fish bowl

Story by JO2(AW) Laurie Butler, photo by JO2 Tim Birchard

**R**ecently retired LCDR Mel Norris doesn't enjoy mowing the yard or working in the garden. But it is how he avoids these chores that some might consider unconventional.

Norris, along with wife Jackie,

**LCDR Mel Norris and wife Jackie chart out their 80-day Caribbean vacation aboard "Drogheda," a 47-foot Vagabond Catch.**

16-year-old daughter Jennifer and dog Snuggles, traded in their "traditional" lifestyle in 1989, when they moved into "Drogheda," a 47-foot yacht. The Norrises are just one of several military families at Roosevelt Roads who have found alternative housing via the naval station's marina.

"We didn't just buy a boat, we bought a lifestyle," said Norris, who enjoys the independence and travel a boat brings. "We can travel all over the world, and not forget socks or toothbrushes."

Complete with central air, a

washing machine, two bathrooms, television and other creature comforts, the family lacks nothing, "Well, maybe a bathtub," laughed Jackie, who admits life aboard the boat can get chaotic. "But, I love it."

"Some people ask us how a family of three can live in such a confined area. I compare us to goldfish. A goldfish will only grow as large as his bowl will let him." □

*Butler is a photojournalist for All Hands, Birchard is assigned to the public affairs office, Commander, Fleet Air Caribbean, Puerto Rico.*



## Fleet training + the environment = success

Story and photo by JO2(AW) Laurie Butler

**M**aintaining the delicate balance between nature and everyday life is a tightrope walk at best. Add thousands of invading Marines, air and amphibious assaults and you've got an environmental dilemma.

Just seven miles off the coast of Puerto Rico, the Navy, according to environmentalists on-station, has turned the small island of Vieques into an environmental success story. The Navy owns two-thirds of the island, which is primarily used for fleet training exercises. The island is also home to 15 threatened or endangered species and plant life.

"It's very difficult to maintain the balance between mission and the environment," admitted Jose Negron, the Navy's regional environmental coordinator for the Caribbean. Negron and Winston Martinez, Naval Station Roosevelt Roads land manager, work closely with government agencies to identify the location of endangered species and plants and zone those areas "off limits" during training exercises. They also monitor air and water pollution,

hazardous waste and natural resources protection.

"We begin planning for exercises months in advance," said Martinez. "We contact the commands to find out what their requirements are and to inform them of the island's environmental importance. As the exercise draws closer, we increase our land surveys and keep the commands informed."

Sea turtles draw particular concern from the survey teams. When nests are found the area is either marked off limits or they are taken to a protected area to hatch. Once hatched, the eggs are returned to where they were found, so the turtles will continue nesting there in the future. "Our success rate is about 75 percent," said Negron. "The eggs have a greater chance of hatching here than if we left them in the open where poachers can get to them."

Negron and Martinez, both native Puerto Ricans, give the Navy and exercise participants two "thumbs-up" on their efforts to protect the vital ecosystem.

"The Navy has made a real commitment to protect the environment here," says Negron. "That commitment says 'we're here to do it and we're here to stay — we care.'" □

**Winston Martinez (left) and Jose Negron patrol an area of the beach where turtle tracks were found. This area was marked off limits during Ocean Venture.**



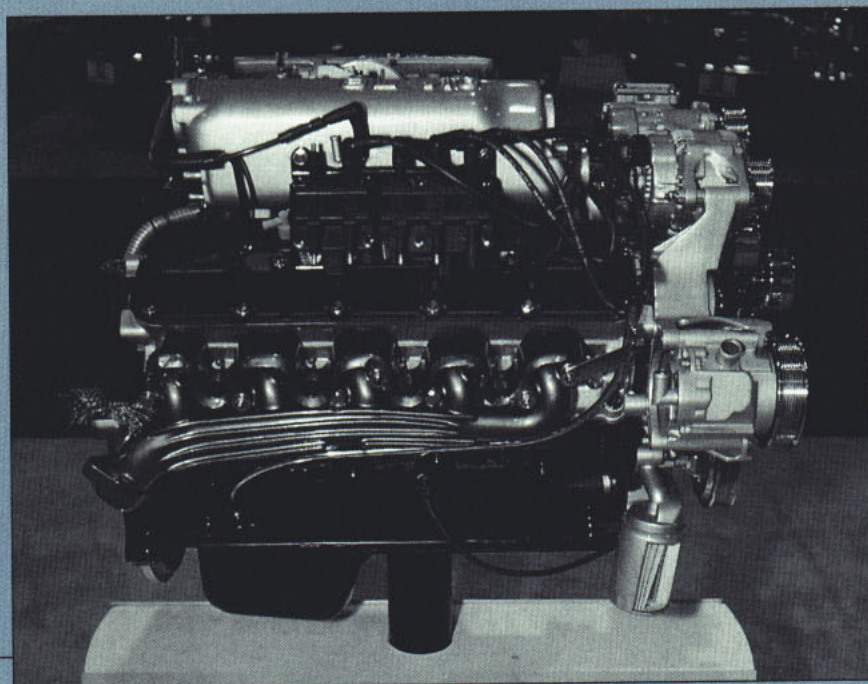
*Butler is a photojournalist for All Hands.*



# Not just for



**Above:** The prominent front fenders of the new Dodge Ram pickup are a reminder of trucks from the '40s. The 2500 and 3500 Dodge Ram models will have an available 300 horsepower, 8.0 liter, Magnum V-10 engine, pictured at right.





# cowboys. . .

## *Pickups and SUVs enter the mainstream*

Story by JO2 Paul Taylor, photos by PHC(AW) Joseph Dorey



**Left:** Ford's Eddie Bauer Expedition is in the concept stage and is a sportsman's dream. Extras include an on board refrigerator, stove, awning, tool box and fishing rod storage.

you might find in a car, SUVs have found their way into the mainstream.

But SUVs aren't cheap. Trucks and SUVs have base prices about the same as cars, but start adding extras, and the cost increases significantly. For instance, a base model full-size Chevy pick-up starts around \$14,000 — but the top-of-the-line SS 454 pickup will set you back about \$21,000.

If the price is right for you, you may just find yourself tooling down an interstate highway with your family and vacation luggage comfortably tucked into an SUV. You'll have the peace of mind knowing that you'll get where you're going, even if you're forced off the road, or a bridge washes out, or there's a mud slide. □

*Taylor is a staff writer, and Dorey is a photojournalist for All Hands.*

**T**he roar of the truck's engine drowns out the sound of its four tires spinning in the fender-deep mud. The once brilliant, red paint job is now an uneven coat of brown which grows thicker as the wheels churn out fountains of earth.

OK, so every truck owner doesn't look for the deepest and longest mud hole to drive through, but it's probably a good bet that most have at least thought about it. In fact, according to Ford, General Motors and Jeep, less than 5 percent of trucks and sport utility vehicles (SUVs) ever get driven off the road.

It seems that most people buy these workhorses simply for the versatility — the ability to haul cargo *and* passengers — and, should the need arise, the *capability* of driving in less than ideal conditions.

In the 80's, mini-vans gained pop-

ularity as families looked for comfortable, spacious vehicles. In recent years, SUVs have seen a similar rise in popularity. In 1982, about 100,000 SUVs were sold — or one out of every 77 cars. In 1991, more than 900,000 SUVs were sold — or one out of every nine cars.

That's probably due to the metamorphosis SUVs have undergone in the last decade. They used to be purely utilitarian with no creature comforts and less than smooth suspensions. But with options like leather interiors, premium sound systems and just about any extra

**The Jeep Grand Cherokee added a number of options to make its interior more comfortable.**





# Aftermarket

## *It just might save you a whole*

Story by JO2 Paul Taylor, photos by PHC(AW) Joseph Dorey

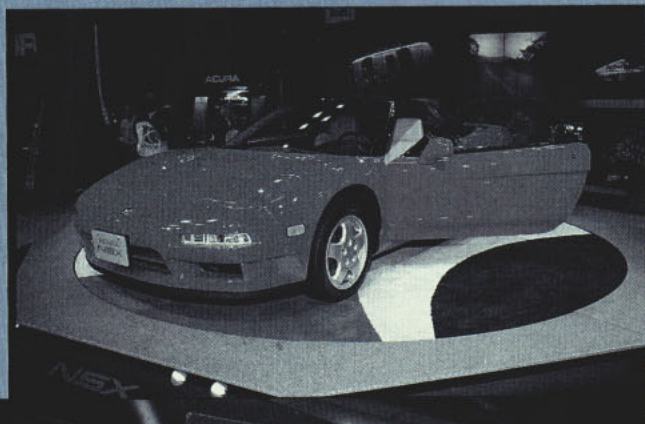
**Y**ou're sitting at a stop light listening to some AM talk station on your factory-installed radio when a hot, little, red sports car pulls up beside you. The car's ear-shattering, bone-chilling, super-duper, sensurround-surroundsound stereo pumps out crystal clear jam at a deafening decibel. The light turns green. The car zooms off into the distance and the music fades away, replaced by the nasal tones of your talk show host's voice.

Of all the automotive accessories available, the most popular is probably sound. Most auto manufacturers offer, as an option, some type of high-quality sound system. You can now find names like Bose, Alpine and Infinity on car stereos installed at the factory or at the dealer. But many people agree that if you want real, high-quality car sound, you have to invest in an aftermarket system.

Aftermarket sound dealers can modify any car to include top-of-the-line stereo, tape and compact disc systems with sound quality monitored by multi-band equalizers; energy supplied by high-watt power boosters; sound supplied by compact, extra loud speakers; and the whole system connected by high quality, thick gauge wire, or even fiber optics.

Tony Lodi is a co-owner of a New York-based aftermarket sound shop

If you can afford the \$70,000 price tag of this 1993 Acura NSX, then the \$20,000 sound system should be within your reach. For your money you get a digital audio system that rises from beneath the dash, almost 7,500 watts of power, a 10-inch subwoofer mounted in the floor, an analog to digital converter, six-CD changer and fiber optic connections throughout.



that caters to those to whom sound quality is everything. "People invest a lot of money in cars and spend a lot of time in them," he said. "They don't want a radio that sounds like garbage."

But sound isn't the only extra available to car owners these days. Today, you can entertain passengers on road trips with television, videos and video games. There are many different screen sizes available that can be mounted in a variety of ways.

"People go on trips, and their kids

are constantly busting their chops," said Lodi. "This gives them something to occupy the kids — it's a better deal for everyone."

People also like to protect their investment with anti-theft devices. These come in a number of forms and vary widely in price.

- **Electronic sensing devices** set off an alarm if someone touches or gets too close to your car.

- **Steering wheel locking devices** are another popular anti-theft tool. They are attached to the steering



# accessories

## *bunch of money*

wheel, secured with a lock and make it impossible for a thief to turn the wheel once they get in the car. They are considerably less expensive than electronic devices and may actually deter thieves since they are clearly visible.

• **Pull-out stereos** are a good way to protect your sound system investment. A stereo-sized, metal box with connections for ground, power, antenna and speakers is placed in the dash where the stereo goes. When

you slide a pull-out stereo into the box, contacts on the back of the unit activate it and voilà— you have sound and security.

• **Hidden transmitters** are part of a new device available in some parts of the country. This device is designed to help you retrieve your car once it is stolen. When the car is stolen, police enter details of the theft into their computer. The manufacturer of the device monitors the police computer system and looks for a match in their files. If they find one, their computer broadcasts a signal which activates



**Today's aftermarket sound systems not only sound good, but look good as well.**

**Below:** With four video monitors mounted in headrests and one mounted in a console up front, this van is the ultimate road trip machine. They are connected to a VCR and a video game system. **Note:** TV screens in the front seat are illegal in some states.

the transmitter. The signal from the transmitter is received by tracking units in police cars. Then it's just a matter of time before the police are able to zero in on the stolen vehicle.

You may want to shop for accessories before you buy a car. You may be able to save hundreds of dollars by purchasing the item from an aftermarket shop rather than a car dealer. Perhaps Olympia Dukakis said it best in the movie *Steel Magnolias*, "The only thing that separates us from the animals is our ability to accessorize." □

*Taylor is a staff writer and Dorey is a photojournalist assigned to All Hands.*





# Alternative

## *New ways to get*

Story by JO2 Paul Taylor, photos by PHC(AW) Joseph Dorey

**T**he days of the gasoline-powered automobile are numbered. We've known it for quite some time. We've tried to reduce the amount of harmful pollutants produced by automobiles, but as the number of cars on the road increases, these measures have served only to slow the rise of pollution, not reduce or eliminate it.

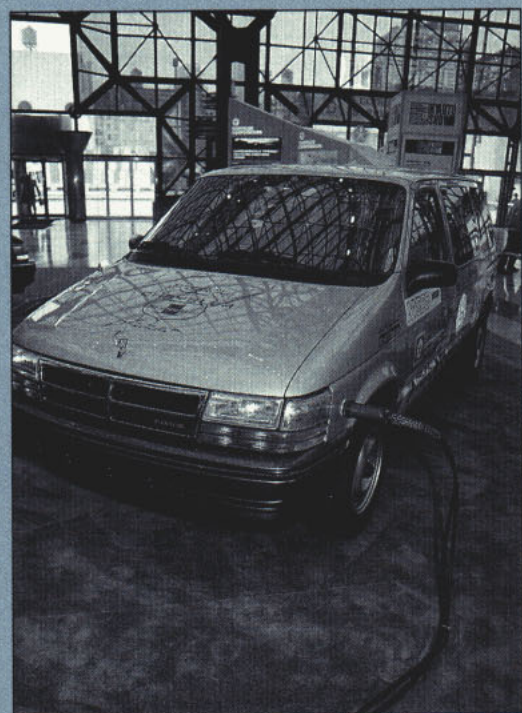
For years, car companies have been experimenting with alternative-fueled vehicles. Some are on the road today, others will be on the road by the end of the decade, and there are more to come. Some automotive

fuel alternatives are ethanol or "grain alcohol," methanol or "wood alcohol," propane and reformulated gasoline. Here are a few others:

**Electricity.** Battery-powered vehicles give off virtually no pollution and offer one of the best options for reducing motor vehicle emissions in polluted cities. The problems with electric cars have been the same since auto makers began experimenting with them — they're expensive, their range and performance is limited, and refueling takes hours.

However, car companies are work-

ing to lessen the impact of these limits. All three American auto makers have produced experimental electric cars and vans and, in an attempt to share the immense expense of research and development, have formed a consortium to



**Above:** Chrysler recently conducted a cross-country test drive of a battery-powered van, similar to this one.

**Left:** Ford is building a demonstration fleet of electric vehicles based on the European Escort van. The vehicle is called Ecostar.



# fuels

## where you're going

evaluate and develop advanced battery technologies for use in electric vehicles.

**Compressed Natural Gas (CNG).** CNG is abundant and already being used in industrial processes and to heat homes. CNG is the fuel of choice in some automotive fleets — many power companies fuel their work vehicles with CNG and the Navy has begun building a fleet of CNG-powered cars and trucks.

The drawbacks of CNG are higher

vehicle cost, lower vehicle range and less convenient refueling.

**Hybrids.** The Volvo Environmental Concept Car (ECC) is a full-sized, battery-powered automobile that *Motor Trend* said "is what many would consider the most innovative and functional electric vehicle to date."

What makes the ECC so special is its diesel-powered gas turbine which spins a shaft at 90,000 rpm. This high speed generator provides enough energy to power the car's electric motor while simultaneously recharging the nickel-cad-

mium battery. The generator's diesel fuel is vaporized at such a high temperature that it burns as cleanly as CNG — well within California's future ultra-low emissions standards.

Under battery power, the ECC accelerates much slower than a conventionally-powered car, but will maintain highway speeds. Under generator power the ECC accelerates as fast as a gas-powered car. □

*Taylor is a staff writer and Dorey is a photojournalist assigned to All Hands.*

**Below:** Flexible fuel vehicles (FFVs) can run on regular unleaded fuel or M85, a mixture of methanol and gasoline. FFVs from several manufacturers are now in the Navy's motorpool.



**Above:** The range of the Volvo ECC's battery is about 55 miles. But when augmented by the turbine generator, the range increases to 420 miles.



# Kids learn a lot from dummies

Story by JOSN Mark Wagner, photos by PH3 Scott Beck

**T**he students were amazed. They were in the midst of a class being taught by two teachers — both of whom were dummies.

"Crash dummies" Vince and Larry visited the community center and

two adopted schools at the Naval Construction Battalion Center (NCBC), Gulfport, Miss., recently to encourage students to buckle up.

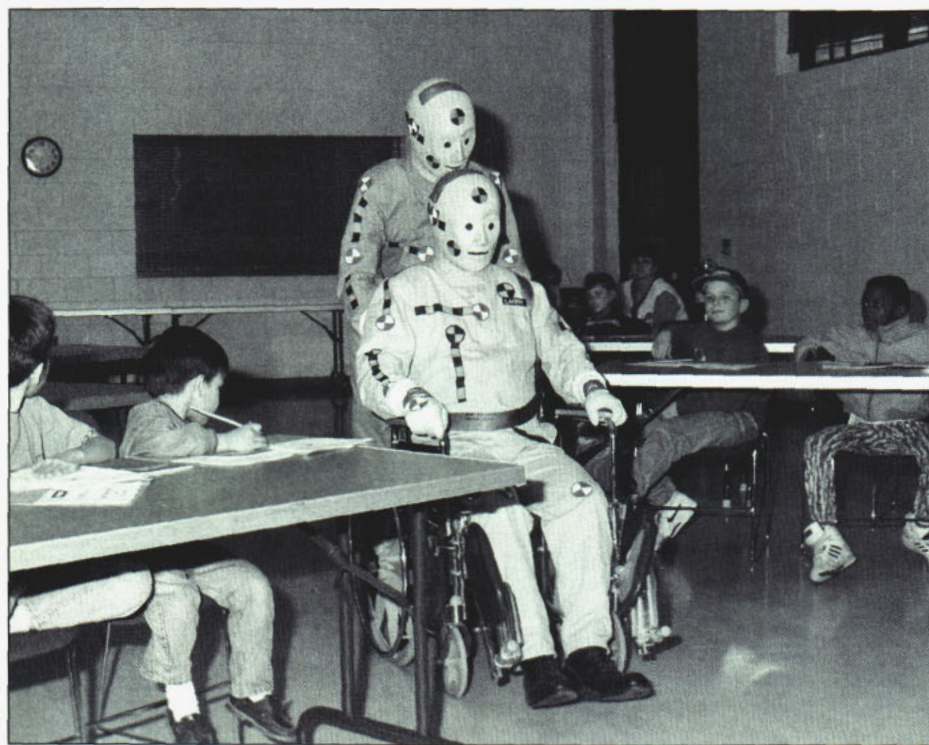
The seabee center's Family Service Center (FSC) and Morale, Welfare and Recreation department hosted a "Safe Wheels" class featuring Store-

keeper 1st Class David Fuelling, Builder 2nd Class Jeff Waggle, Hospital Corpsman 3rd Class Jeff Benefield and Seaman Journalist Mark Wagner, the sailors who portrayed "crash dummies" Vince and Larry. The class was designed to prepare them for their roles prior to meeting the children, ages 8 to 11.

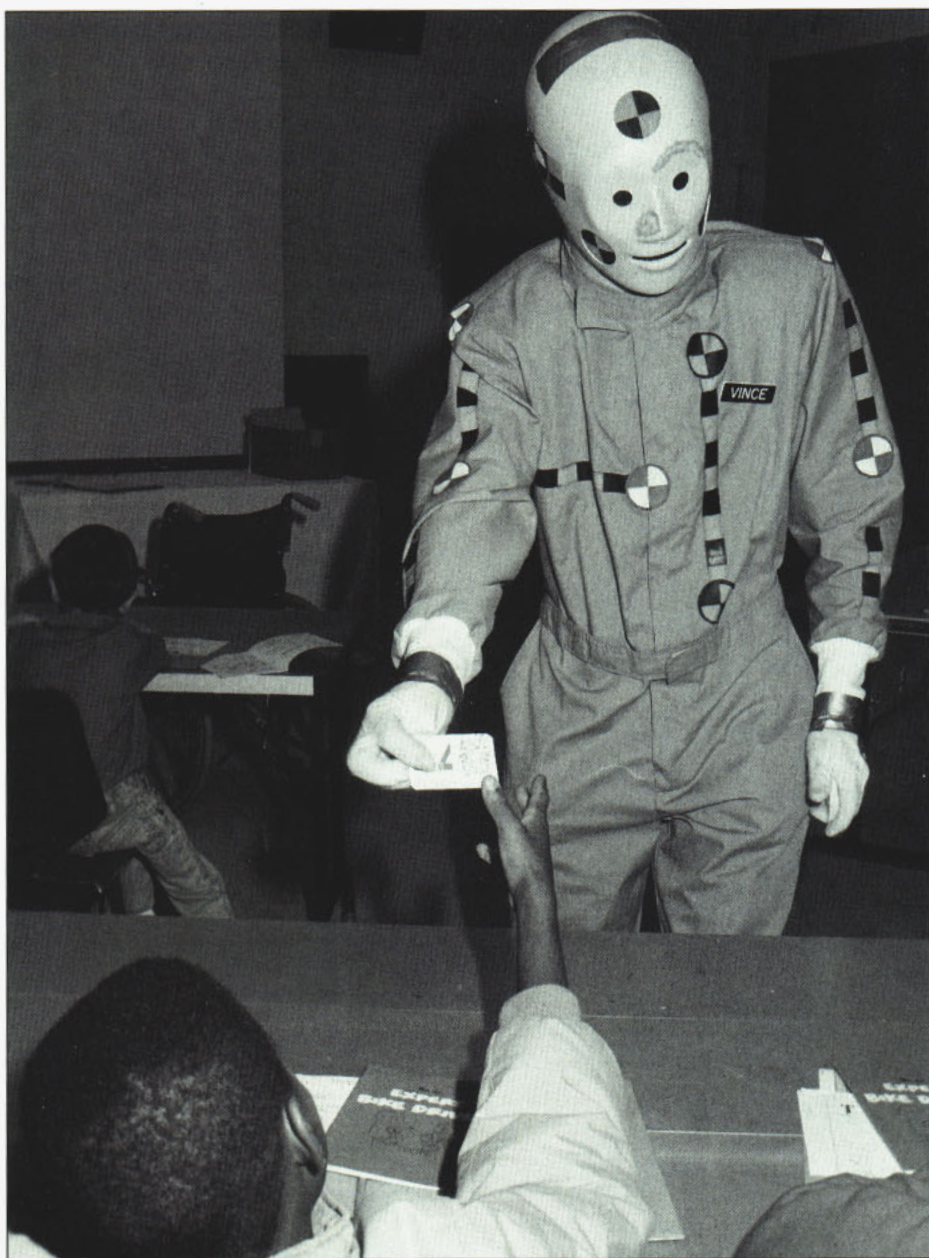
When "Vince" and "Larry" visited the schools, they went from classroom to classroom. According to Paula Ingram, FSC program coordinator, they used a wheelchair to get their message across.

"Vince wheeled Larry in quickly, then came to a sudden stop with Larry tumbling out of the chair," said Ingram. "Vince made a big deal about acting alarmed and went over and picked Larry up and brushed him off. They went out into the hallway and tried it again; this time with Larry strapped in the wheelchair." Ingram said it was very effective in getting the point across.

**Crash dummies Vince and Larry demonstrate the effects of wearing a safety belt by using a wheel chair as a car.**







Vince and Larry handed out pledge cards for the kids to sign. Extra cards were handed out for their family members as well.

Waggle said he was glad to volunteer as one of the "crash dummies." "It gave me a chance to help the children understand the importance of wearing their safety belts," he said. "It was also fun being able to teach someone without saying a single word. We used sign language to communicate."

According to Ingram the program went very well. "Most of the children knew that buckling up is important," she said, "but I think we strengthened the point." □

*Wagner is a staff writer and Beck is a staff photographer for the NCBC Public Affairs Office.*

**Students were given pledge cards to sign stating they would always buckle up. Extra cards were given out so that parents could also sign them.**

**BUCKLE**

**UP**



# Sailors refit

## Team effort pays off

Photos courtesy of the public affairs office, Trident Refit Facility, Bangor, Wash.

**T**hink globally, act locally. Navy commands and individual sailors take this environmental rallying cry to heart and apply it to everything from environmental issues and education to rehabing homes and adopting highways.

Sailors of the Trident Refit Facility, Bangor, Wash., are among the tens of thousands working to make our communities smarter, safer and cleaner. Here, *All Hands* takes a look at their efforts. □

**Right:** At the last "Water for Life" cleanup, these helpful sailors wound up picking kids out of the mud who were picking up garbage.



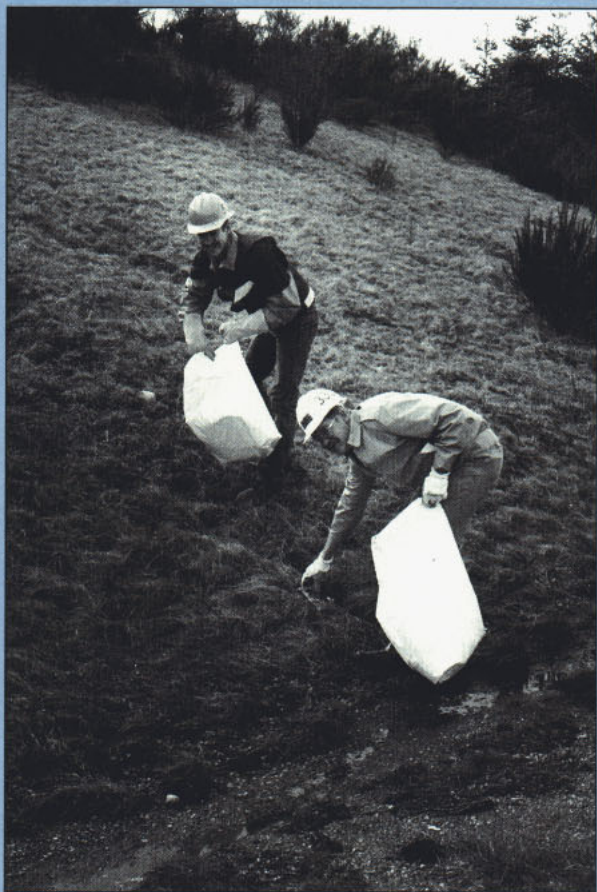
**Left:** Oscar the Grouch loves trash, but he and garbage company owners are about the only ones who do. The rest of the general population would just as soon not see it. Here, volunteers work on TRF's section of their adopted highway.



**Above:** Students race to their check-in point, hoping for a prize for the "biggest piece of garbage" at the Water for Life beach cleanup at Dyes Inlet on a rainy day. Children from Central Kitsap School District teamed up with sailors for the project.



# the community



**Left:** Everyone appreciates clean surroundings — roads and all. TRF adopted a section of highway between the facility and Keyport, Wash. Among the many pitching in during a recent clean-up are EMC Douglas Payton (right) and SKC Greg Geyer.

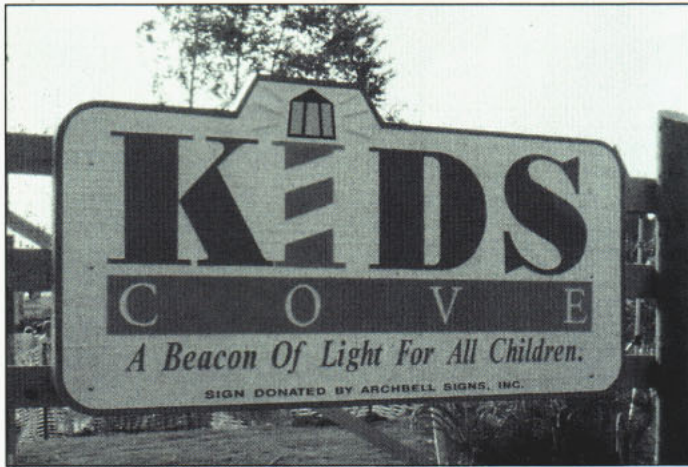


**Above:** ET1 Donald Kennelly, a self-professed bike nut, helps with various bicycle organizations, conducts safety training in schools and refurbished 200 bikes for the Toys for Tots program.



**Left:** The TRF Honor Guard served at the Pearl Harbor Day Memorial Ceremony held at Bremerton Waterfront Park. Participating in such events is commonplace for the honor guard.





On the  
fifth day,  
there was

Kids  
Cove

Story and photos by JO1 Steve Orr

Standing as a stark and beautiful testament to the spirit of community involvement is more than 22,000 square feet of wood, rope, tires, slides and swings, built completely by the hands of hundreds of volunteers from dozens of Navy commands, civilian organizations and civic groups. It's called Kids Cove, "a beacon of light for all children."

The effort took five 18-hour days to raise Kids Cove from a pile of lumber, gravel, nails and screws, to become a monument to play and imagination. Kids Cove stands next to Mount Trashmore, another bold statement of concern for the future. Mount Trashmore is a huge park

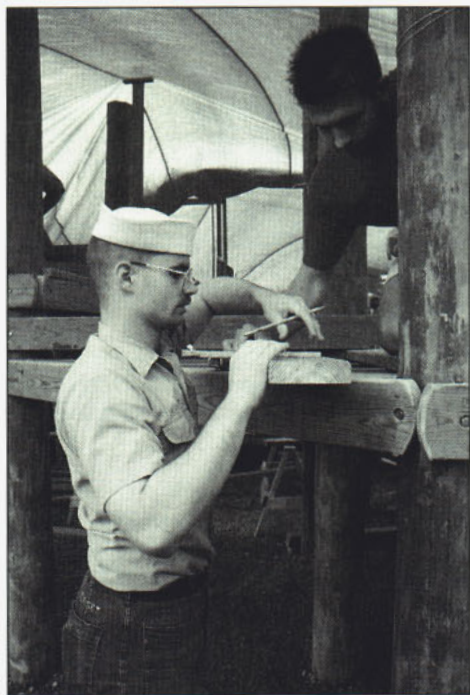
ALL HANDS





**Left:** In the beginning, there was lumber, gravel, nails and screws. Now, last minute work was performed as crowds gather for the opening of Kids Cove.

**Below left:** ET2 Jeremy Beroset, from USS *Kearsarge* (LHD 3) works out measurements on a piece of play equipment. Beroset says he's volunteering his time because his children and their friends will use Kids Cove.



built on top of a landfill.

Sailors played a major role in Kids Cove's construction. Although plans were drawn and building materials were donated by community and civic leaders, members from the Norfolk/Virginia Beach military population volunteered their time and expertise to the project. Junior seamen and captains worked side by side with their civilian counterparts, hammering nails, sanding boards and spreading gravel in blazing heat and torrential downpours.

"It was a good cause for the children of this area," said Hospital Corpsman 1st Class Susan Roach of Naval Air Reserve, Naval Air Station Norfolk. "I feel like some people did more work than I did — I moved boards and made coffee runs — but every job was important."

"I volunteered because this is something that will benefit my own children," said Aviation Storekeeper 2nd Class Blairy McCloud from USS *Kearsarge* (LHD 3). "Everyone came to work because they wanted to help."

Kids Cove is expected to become a major attraction in the Virginia Beach area. The sailors who helped build the massive playground are proud of what the structure represents.

"It's for all of the children in this area," said Electronic Technician 2nd Class Jeremy Beroset, also from *Kearsarge*. "It will give my kids and all of their friends a nice place to play." □

*Orr is assigned to NIRA Det. 4, Norfolk.*



## *Sailors offer brotherly and sisterly love*

# We are

Story and photos by JO1 Celeste Barrett Rubanick

**E**lectrician's Mate 1st Class Greg Ward remembers seeing Big Brothers commercials when he was a child in California. "I used to think about how much I'd like to be a big brother to a little boy," Ward said.

The thought never left him, and in 1983, when he was married with no children, he applied to the Big Brothers/Big Sisters program in Orlando, Fla. Now the father of Matthew, 8, and Brian, 2, he's on his third "little brother," Adam, 10.

"It's not like I have extra time or anything," Ward, 33, an Orlando Naval Reserve recruiter, said, "but I really like helping out these kids. It's something I feel pressed to do."

For Adam, who sees Ward at least one day per week, it's really quite simple. "He's a part of my family,"

he said. "We have a lot of fun and do different stuff every week — guy stuff. I want to be somebody's big brother when I grow up."

The program is not restricted to boys and men. LT Nancy Curl, a nurse anesthetist at Naval Hospital Orlando, has been big sister to 13-year-old Sophia since March 1993. Like Ward, program advertisements stayed with Curl and she looked into the application process.

"It wasn't quick and easy," Curl 38, said. "I filled out a lot of forms asking for references, schooling, likes and dislikes and had a police check. It took six weeks."

Sophia excitedly added, "My mother and I filled out about 100 forms! But what we liked best wasn't on the form."

"We both like to shop!" Curl said. "That was a common interest we

just stumbled upon." Other weekend activities have included miniature golf, water parks, museums, the Hard Rock Cafe and just talking."

"I feel I'm doing something positive," Curl said. "It's one-on-one rather than being some type of Scout leader and having a bunch of girls. Since Sophia's mother works on weekends, that's a good time for us to get together. Scheduling wouldn't be that easy with a whole troop."

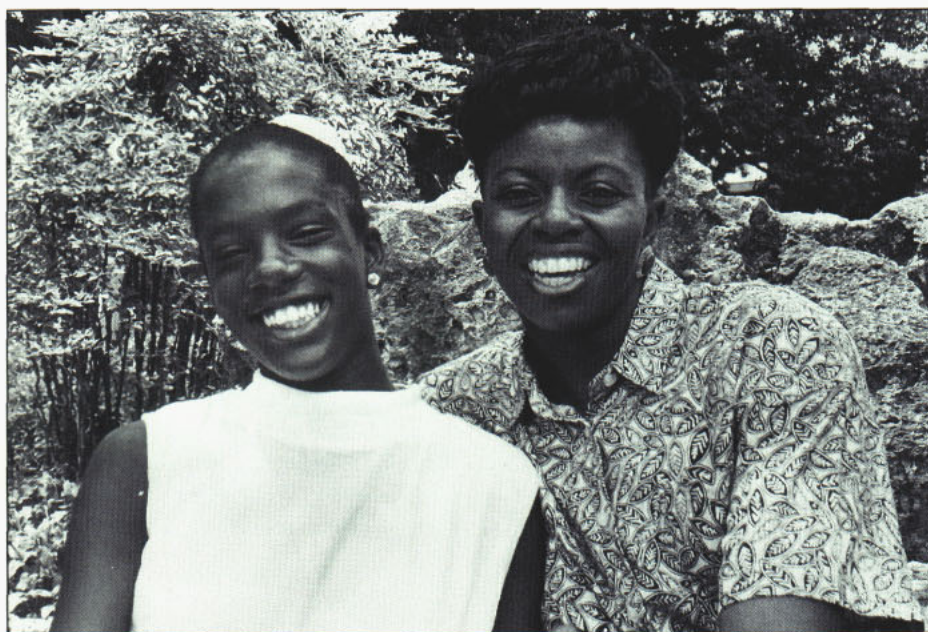
Weekend activities also work well for Navy Investigative Service Special Agent Phyllis Underwood and 13-year-old Hanna. "She spends nights with me, and we go to church together on Sunday morning," Underwood said. "A lot of people tell me Hanna and I look like real sisters."

It's not just a learning experience for Hanna, Underwood explained. "Hanna rides horses," she said, "and now she's teaching me how to ride. And we've only been together for two months. As we grow together and time progresses, we'll experience a lot more. We'll get closer. I want to be a positive role model for her and, I enjoy the company of a younger person."

Underwood quickly clarifies, "I'm

**Left:** NIS Special Agent Phyllis Underwood and Hanna are often mistaken for real sisters.

**Opposite page:** EM1 Greg Ward wrestles with his expanded family. Big Brothers and Big Sisters, both founded early this century, merged in 1977 as a nonprofit social welfare organization coordinating more than 370 member agencies in the United States.





# family

not taking the place of Hanna's mother, who is a great person. But I'm that 'older' friend Hanna needs at this age. I just can't say enough about how good this is for the both of us."

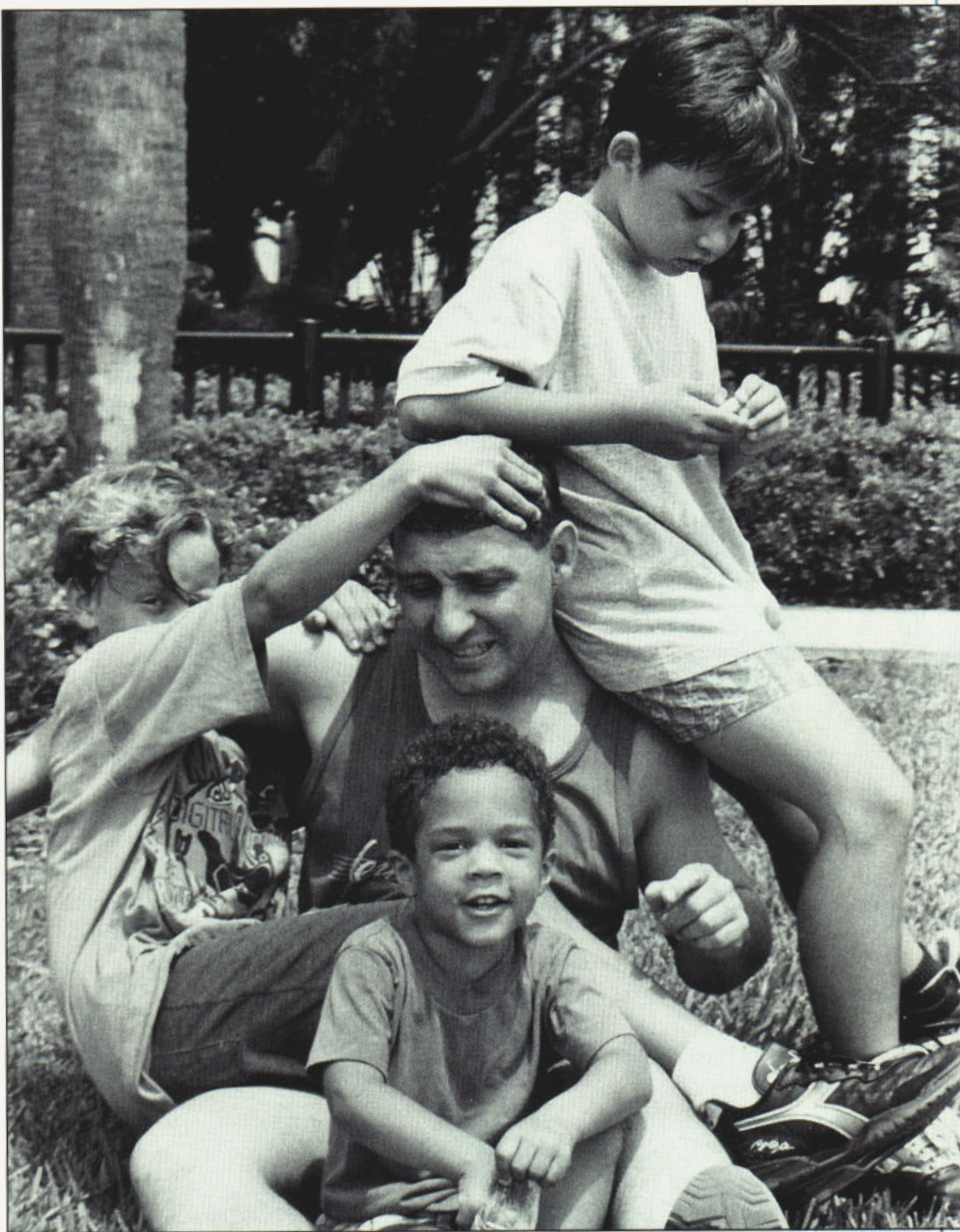
"This has to be something you really want to do," Ward said of the program. "It can be stressful, aggravating and it's kept me from doing a lot of things I needed to do, but the rewards are immeasurable. My son Matthew, can't remember a time he didn't have an extra brother around."

Ward added, "The general perception of the program is that it's for underprivileged children with problems. Nothing could be farther from the truth. This program takes good kids and keeps them good, and none of us care how much money they have."

What Greg said is correct," said Laura Livie, a caseworker with Big Brothers/Sisters of Central Florida, which currently handles 175 volunteer and child matches. "The children must meet certain requirements to be accepted into the program: they are between the ages of eight and 13 (although they can stay until 18); lived in this three-county area for at least six months and can't see a missing parent, be it mother or father, more than once a month."

Background checks and an insured vehicle are two of the volunteer requirements, but most importantly, the big sister or brother must be ready to commit one year of four to five hours per week to his new "sibling."

"Believe me," Ward said, "it's real



easy to put aside four hours a week. It's even easier to spend a lot longer with these kids. I wish I'd gotten involved in this when I was a single

sailor with time to kill." □

*Rubanick is a Naval Reserve journalist assigned to the public affairs center, Norfolk.*



# Two-wheelin' cops



SM2 Al Leapley (left) and SM2 Juan Santiago have been riding bicycles as part of the NAS Jacksonville police unit for several months. Here, they practice making tight turns that officers on bicycles may be forced to do in the line of duty.

Whether it's 90 degrees, pouring rain or freezing cold, nothing stops the four men of the newly formed Security Bicycle Patrol at Naval Air Station Jacksonville, Fla., from doing their job — which they consider the best job on the base.

Similar to the old-style flatfoot police officer who walked a beat everyday, the bicycle cops patrol on base and in base housing. This gives these sailors the opportunity to get to know the people they serve, and, more importantly, the people get to know and trust them.

"It puts us on a first-name

basis," said Master-at-Arms 1st Class Mike Greaser. "It's community-oriented policing."

The patrol says there are many advantages to being on a bicycle instead of in a car or truck. A police department can put about eight officers on bikes for the cost of one police car. And the bicycles are designed to take years of abuse with little other than regular maintenance.

Another advantage is versatility. "People think we can't get there

quickly," Greaser said. "But a car may have only one or two routes to respond to a call. We can use alternate routes and get there lickety-split."

That has been proven several times, including once when the bicycle patrol cut across an area near the barracks, climbed a few steps and responded to an assault call, beating a motorized unit to the scene because it had to go around a couple of blocks to make its entrance.

After several months of patrolling the base on two wheels instead of in the air-conditioned comfort of a four-wheeled vehicle, Greaser said he wouldn't want it any other way. "It's the best job on base." ■

Story and photo by Michael Mann, NAS Jacksonville, Fla. public affairs office.

## Sailor finds final resting place

A somber procession boarded the fleet tug *Nogales* (YTB 777) at Naval Station Guam at sunset. Off shore, the chaplain gave the invocation as a tearful Kenneth Burnett scattered his father's ashes into the sea. Donald Burnett's last request had finally been met.

Donald Burnett was a gunner's mate 1st class aboard the destroyer



Kenneth Burnett is presented with a flag, before carrying out his father's final wish to rest at sea.

USS *Converse* (DD 509) during the liberation of Guam and other Pacific battles. During his years of service, he developed a fondness for the waters he patrolled.

"Ever since I was a little boy, my father always said he wanted to be buried at sea," said Kenneth. "There was never any question that I would carry out his request. It was only a matter of when, where and how."

The wheels were set in motion at a recent reunion of the 3rd Marine Reconnaissance Battalion, in which Kenneth served in Vietnam. There, Kenneth was reunited with wartime friend Lee Webber, of Guam, who relayed his father's wish.

After the reunion, Webber contacted Navy Chaplain, CAPT Richard Flick, to arrange the burial at sea. Burnett was laid to rest in the Philippine Sea off Orote Point. ■

Story and photo by PH2(SW) John Gay, assigned to the public affairs office, Commander Naval Forces Marianas, Guam.

ALL HANDS



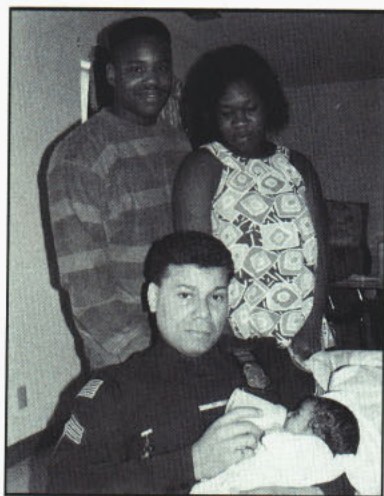
## DoD police officer catches a bundle

DoD police officer Sgt. Ben Molina has made a career out of law enforcement. But some grateful parents might suggest he try for a medical career, as he is somewhat of a veteran at delivering babies.

Aviation Ordnanceman 2nd Class Tony Hodge and his wife, Kimberly, are among those grateful parents. Hodge, then stationed in Mayport, Fla., aboard USS *Constellation* (CV 64), was planning to take leave to join his wife in Philadelphia for the birth of their fourth child.

Responding to an emergency call at the Hodges' home early April 19 at Naval Base Philadelphia, Molina and his partner, Sgt. Francis Southerland, deemed transporting the mom-to-be too risky; her contractions were less than five minutes apart. So, as Southerland comforted Kimberly, Molina delivered the baby.

After being notified of his daughter's early arrival, Hodge made it back in time to take mother and daughter home from the hospital. The family is doing well and have since moved to California. ■



**Sgt. Ben Molina and the Hodges share a special bond — Molina delivered their baby.**

*Story and photo by Bill Combs, assigned to the public affairs office, Naval Base Philadelphia.*

# Americans lend experience to Icelandic hockey



A number of military members stationed at Naval Air Station Keflavik, Iceland, are getting the most from their tour by playing the sport they love most, hockey.

Hockey is a relatively new development in Iceland, due to the lack of skating rinks. However, since the city of Reykjavik built its first rink three years ago, the sport has gained many fans. This past season, several American military members from Keflavik were fortunate enough to play on Iceland's newest hockey team, the Reykjavik "Bears."

Construction Electrician 1st Class John Mulholland came to Iceland with high expectations of playing hockey. "I hoped there would be hockey in Iceland, so, I brought all my gear," he said. "I asked around, but nobody knew anything about it. Then one day, as I was heading to the gym to work out, I saw a guy with hockey pads. I asked him where he played, and the very next practice I was on the ice."

Americans from the base aren't

**Icelandic and American hockey players practice three times a week at Reykjavik's outdoor skating rink.**

the only ones pleased about the hockey opportunities. Their participation has been a great benefit to the Icelanders on the Bear's team.

"I've never been taught hockey before," said Bear's coach Snorri Sigurdarson. "Even though I'm the coach of the team, the guys from the base have more experience than I have. I've got a Swedish hockey book at home that I read and coach from, but we learn the most from the experience the Americans bring."

Of the three teams playing in Iceland's Power Hockey League, the Bears are the only team with American players from NAS Keflavik. ■

*Story and photo by JO2 Carlos Bongioanni, assigned to the public affairs office, Icelandic Defense Force.*



## Safety first

In the May 1993, edition of *All Hands*, one of your feature articles on fitness concerned the sport of blading. While the cover photograph did show a "blader" wearing protective helmet and pads, the two photographs used in the story itself did not. On Page 22, you indicate the cost of the sport includes helmet and pads, and on Page 23 the caption for the Page 22 photograph says "Wearing protective gear is the best way to go," yet the photographs do not support this aspect of the sport.

While it may be "cool" to blade without the protective gear (and I'm sure most people do it without the pads and helmet), I would have thought you would have used photography that would have supported the safety aspects of using a helmet and pads, and would have tried to visually indicate that it's "cool" or "OK" to blade down the boardwalk wearing such equipment.

—CDR John G. Crawford  
NCIS European Region, London

• We encourage everyone to use the proper safety equipment for all recreational activities. We stressed safety throughout the article and our cover reflected a sailor in proper attire for roller blading.

However, not all of our photos were of sailors, and they do reflect the "real world" situations found outside the Navy. — ed.

## Ditto that

I'm writing in response to the *All Hands*, March 1993 article "One Hundred Years of Leadership." I would like to point out that Senior

Chief Bryan's comment, "The Navy is the only branch of service that promotes an E-6 from a lower-level position to upper-middle management," is incorrect.

The United States Coast Guard, the fifth armed service and oldest continuous seagoing service, also promotes E-6s to upper-middle management positions, known as chief petty officers.

Not only does an E-6 get promoted to a chief petty officer and initiated, a CPO in the Coast Guard can administer the Oath of Enlistment, command a patrol boat, has authority to convene a captain's mast and award NJP, and can serve as an Officer-In-Charge at many shore units. These positions and levels of authority can only be held by commissioned officers in our "sister" service, the U.S. Navy. Even though the title of chief petty officer was not recognized by the Coast Guard until 1920, petty officers of the first class were considered the elite.

Even though it won't be until 2020 before the Coast Guard "chiefs" can celebrate "100 years of leadership," it should be known, to "all hands" of our sister service, the role of chief petty officers of the U.S. Coast Guard is the same and, in many situations, greater than, our counterparts in the U.S. Navy.

I'm curious if Senior Chief Byran has ever attended a Coast Guard Chief's initiation? If not, I'd like to extend a warm invitation to tour our CPOA Chapter's next initiation so he can learn about the role of a "chief" in the U.S. Coast Guard.

—Ken Vanek  
Chief Gunner's Mate  
U.S. Coast Guard

## Photo of the Month

*All Hands* is introducing a new feature: "The Photo of the Month," which will appear regularly. Photos or art (black and white or color) selected by the staff will appear on the magazine's inside or outside covers.

Photos should depict people — not equipment — and must contain outline information to include: who, what, where and when an event happened. Also include the photographer's name, address and phone number on or with the photo.

Don't forget, *All Hands* is always looking for stories that highlight the Navy, especially through people. If you have questions, please call DSN 288-4309 or (202) 433-4309. □

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**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 917) is published monthly by Navy Internal Relations Activity: Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077. Second-class postage paid at Washington, D.C. 20374, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price: \$20, U.S. and FPO; \$25 foreign; \$3.50, single copy domestic; and \$4.88, foreign copy. Make checks/money orders payable to: "Superintendent of Documents, GPO."

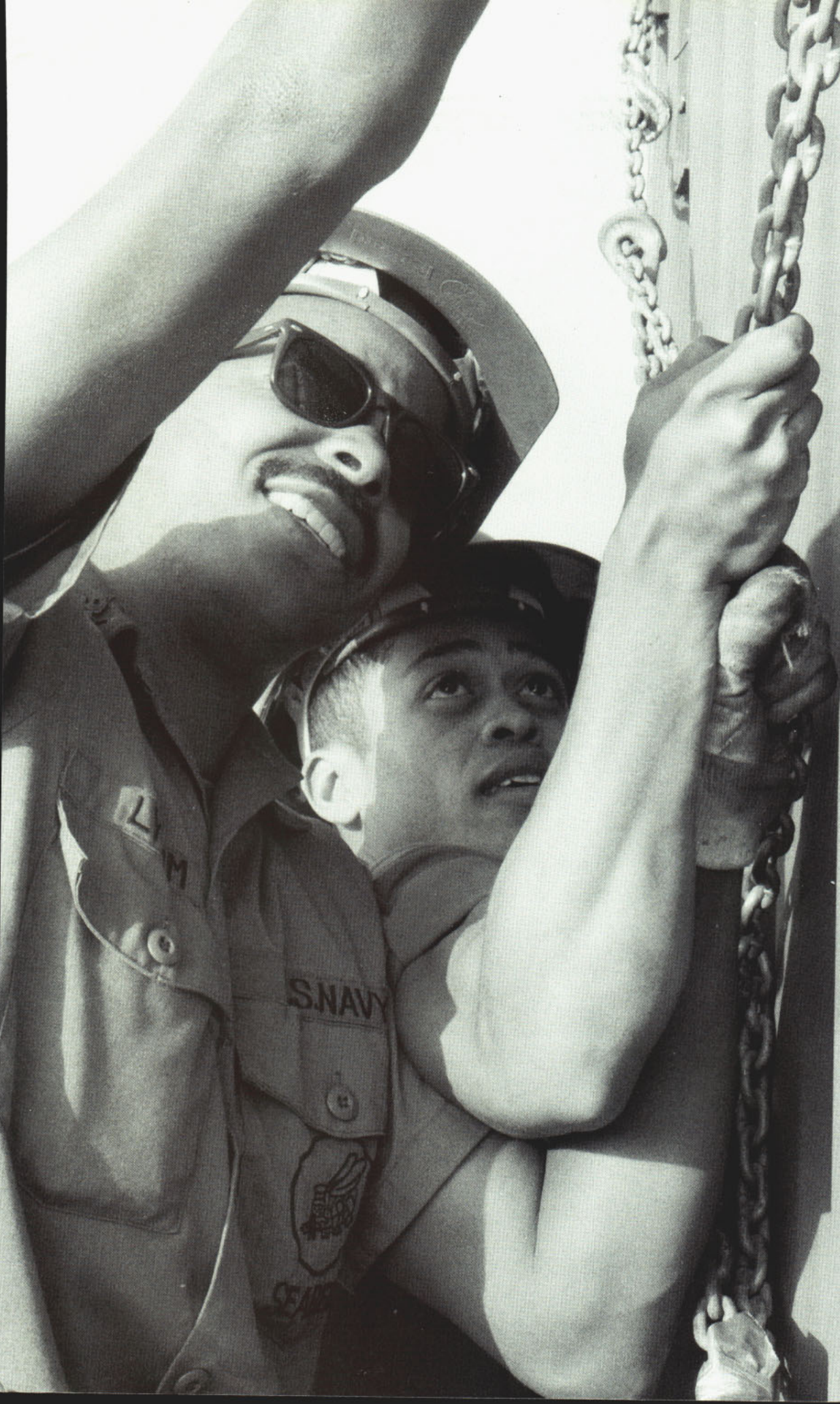
**Postmaster:** Send address changes to *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077.

**Editorial Offices:** Send submissions and correspondence to: NIRA, Print Media, Attn: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077. Phone (202) 433-4171 (DSN 288-4171).

**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. Clipart Images from CorelDraw 3.0 were used in the preparation of this magazine.





BU3 Zebedee Lynum (left) and BUCA Jimmie France, both of Naval Mobile Construction Battalion 1 (NMCB 1), use a chain to secure a container to a pallet as equipment is prepared for transportation to Somalia for Operation Restore Hope. Photo by PH2 Ron Heppner.





**Race for the Cure**